

Latitude 38

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CIRCULATION: 48,000

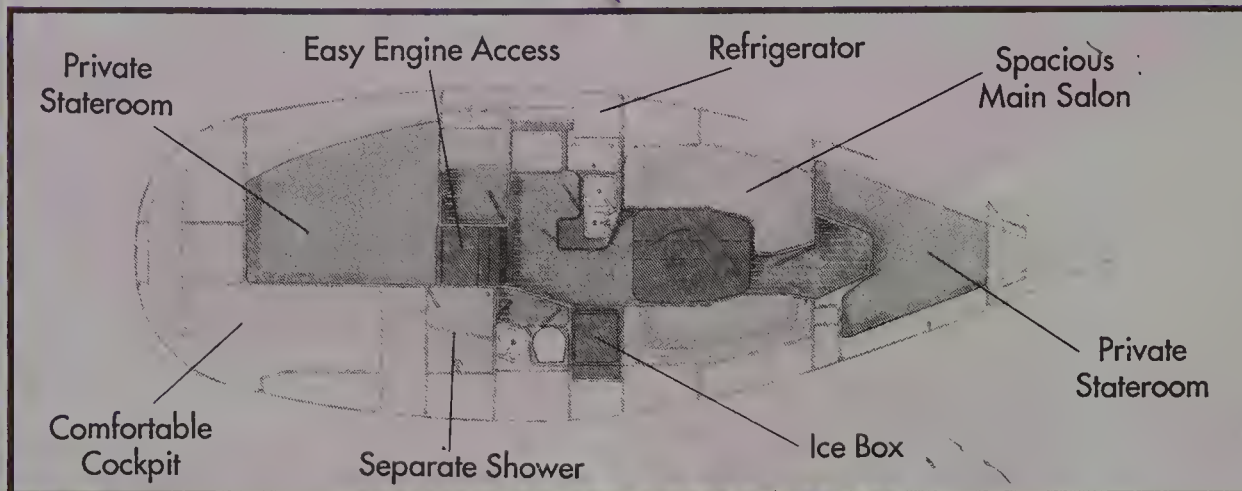


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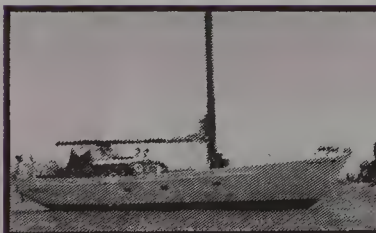
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S&S 48. Gorgeous F/G hull with new paint, two private staterooms. Great liveaboard. Steal at **\$98,500.**

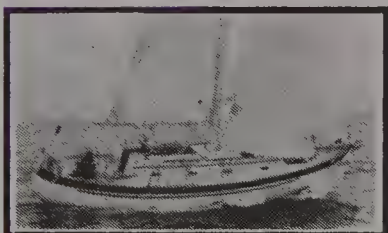


45' STEEL CUTTER. Pullmon berth, generator, refers, loaded and gorgeous. Priced to sell at **\$117,500.**



ISLANDER FREEPORT 41. Great liveaboard. New hull paint, cushions & rigging. Best one around. Steal at **\$79,500.**

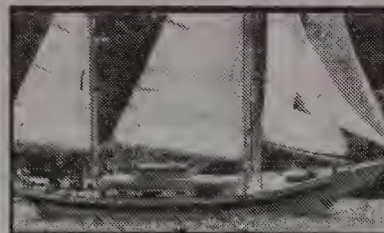
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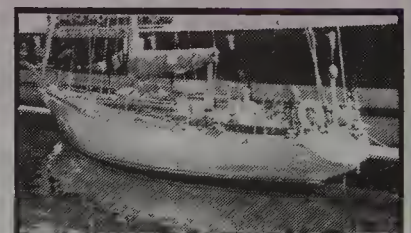
VALIANT 32. Clean, bristol condition. Diesel engine. **Only \$49,500!**



CS 36 - 1983. Go cruisel A/P, autoheat, 6 sails, cutter rig, radar, dodger, rebt engine. **75,000!** 2 others from 69,500.



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47' S&S. Extensive gear, new paint, two private staterooms. Owner transferred. Priced to sell. **Now \$88,500!!**

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30' CAL, '83	39,500
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PEARSON

38 • 37 • 34 • 31 • 27

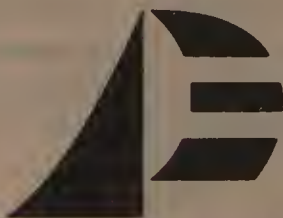


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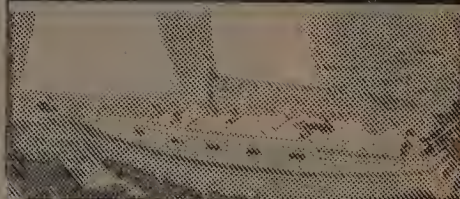
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ISLAND PACKET

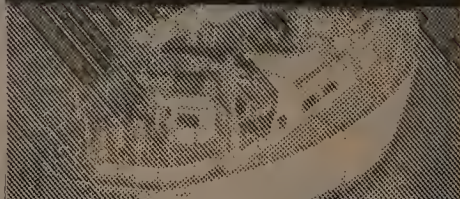
38 • 35 • 32 • 29 • 27



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51 • 47 • 42 • 41 • 37



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Chute-out at the Big Boat Series

Graphic Design: Karen 'Deja Vu' Toms
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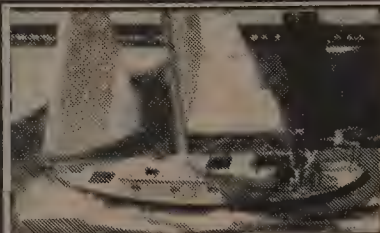
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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32' VALIANT	52,000
33' VANGUARD	32,500
33' RANGER	27,900
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34' PETERSON	44,900
34' PEARSON	68,000
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35' SANTANA	54,950
36' PEARSON	97,500
36' ISLANDER	(2) 45,000
37' EXPRESS	115,000
37' HUNTER, CUTTER RIG	63,000
37' PEARSON	57,500
37' PASSPORT	129,900
37' SWAN	149,000
38' BENETEAU, 1984	95,000
38' MORGAN	61,000
38' HINCKLEY	88,000
38' FARALLONE CLIPPER	35,000
38' BENETEAU	95,000
40' HANS CHRISTIAN CHRISTINA	170,000
40' LIDGARD	64,500
40' HUNTER	92,000
40' WOOD YAWL, 1980	45,000
40' OLSON	129,000
40' BENETEAU (One Ton)	115,000
40' BENETEAU 405 1987	132,000
41' NELSON MAREK	99,000
42' BENETEAU	118,000
43' MASON CUTTER	139,500
44' PETERSON center cockpit	110,000
44' ALDEN CUTTER	295,000
44' NORSEMAN center cockpit	199,000
47' PERRY	119,500
47' PASSPORT	220,000
50' HINCKLEY SOU'WESTER 50	365,000
51' PASSPORT, center cockpit	279,000



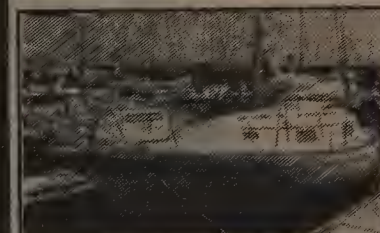
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BREWER 35 cutter. Serious cruiser. Immaculate. \$74,500.



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PERRY 47 KETCH, 1980. Cruise vet ready again or liveaboard. Offers/ \$119,500.



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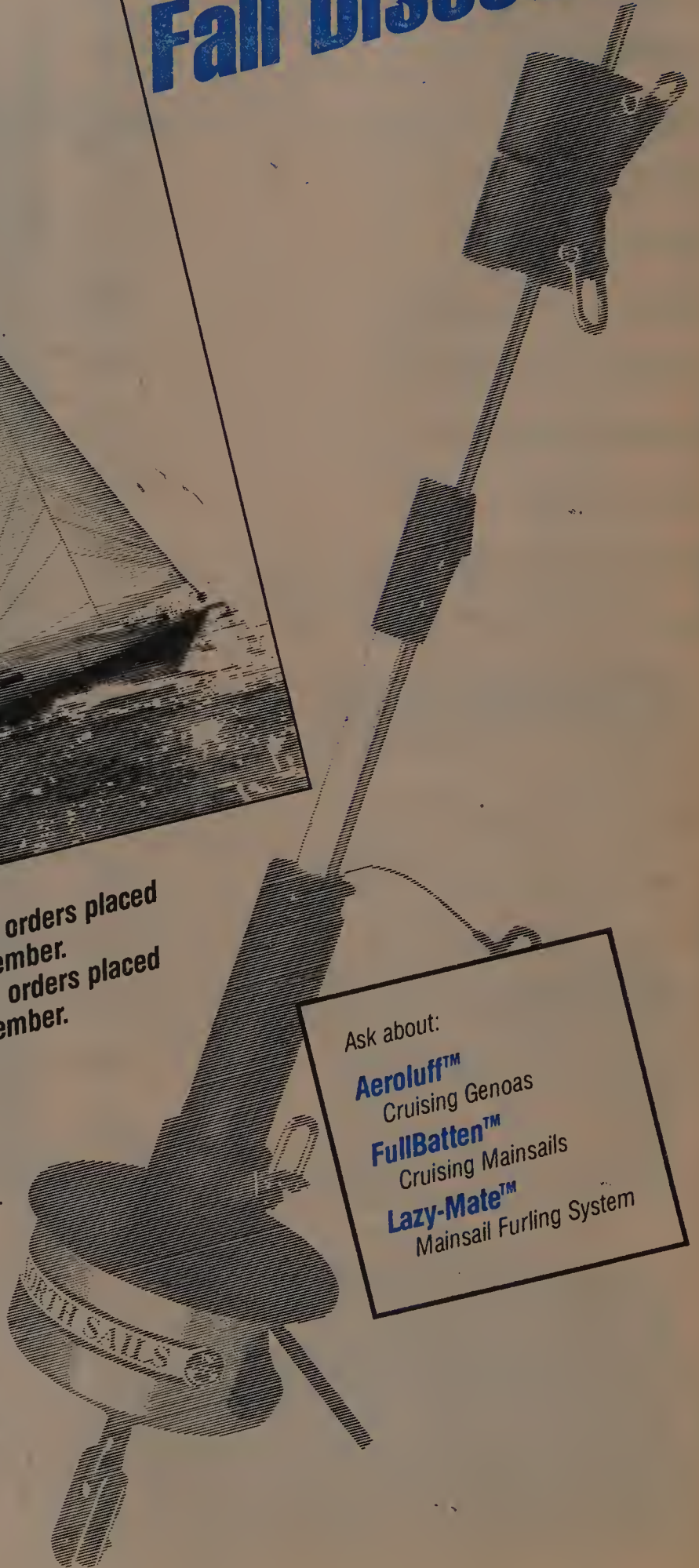
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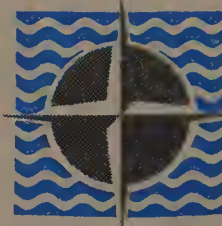
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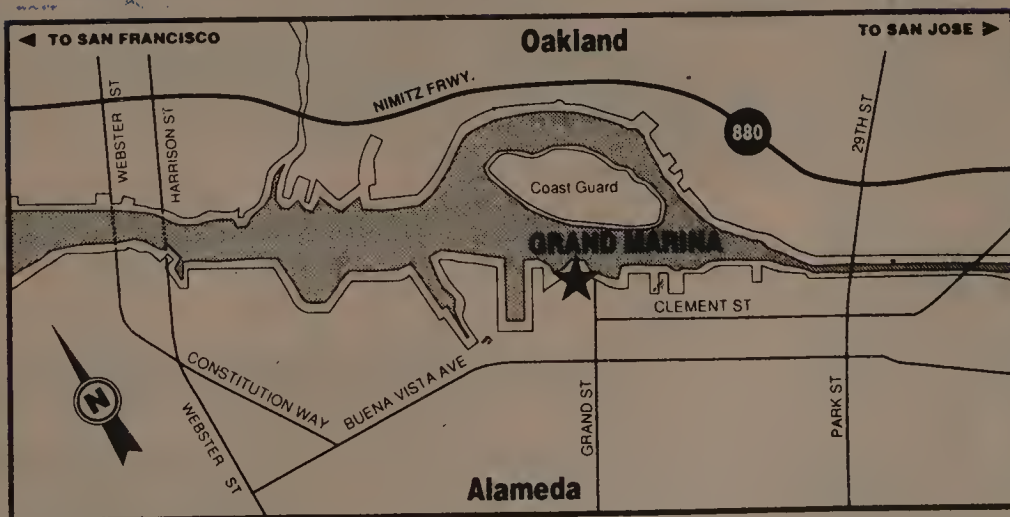
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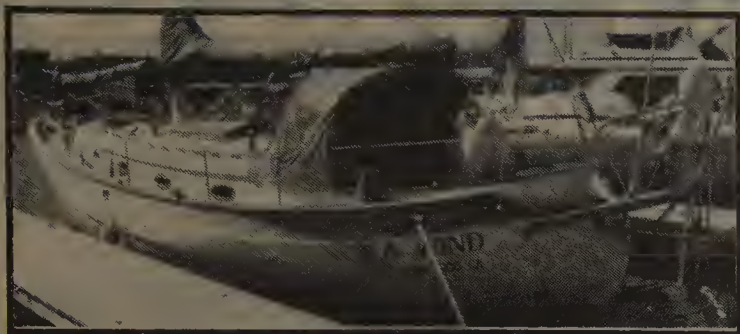
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SCHOCK 34 PC\$69,500
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30' O'DAY	29,950	34' C&C	45,000	38' C&C	2 from 59,000	43' MASON, "Hawaii vet"	125,000	47' KAUFMAN/LADO, '85, 3 strms	119,500
30' BENFORD	49,950	34' SHOCK, 'B9	88,500	38' CHEOY LEE, 'BS	105,000	43' WESTSAIL	119,900	48' S&S	109,500
30' CAPE DORY	44,900	34' SCHOCK PC	69,500	39' YORKTOWN	59,950	43' ALDEN SCHOONER	64,900	54' S&S	250,000
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30' ERICSON+	36,700	35' FORMOSA	39,500	40' BABA	159,000	44' NORSEMAN 447	199,000	57' SPAULDING	99,000

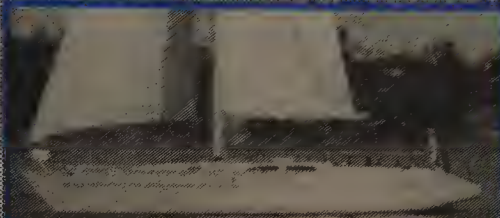
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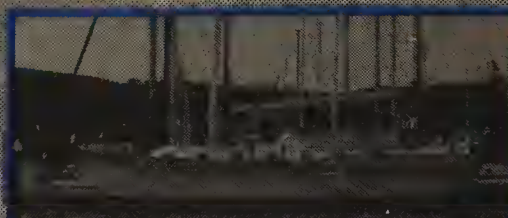
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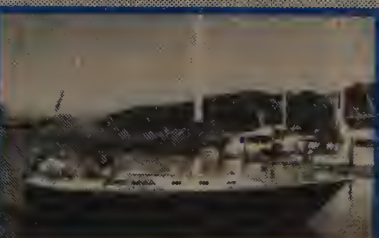
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37' NORDIC ESPIRIT. Performance and comfort for extended cruising or bay sailing. New LPU paint job. \$85,000.



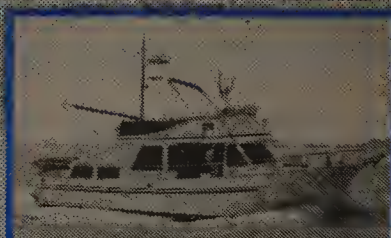
PETERSON 34. Yanmar diesel, 12 headsails, wheel steering, gas stove, teak interior, Sausalito slip. \$35,000.

SAIL

55' SWEDE, 1977	89,000	33' HUNTER, 1979	32,000
55' CLIPPER SCHOONER	170,000	33' GURNEY custom alum. sloop	56,000
51' MORGAN, 1978	160,000	32' GULF, 1982	56,000
50' AUX. CUTTER, 1913	45,000	32' WESTSAIL, 5 from	49,500
48' HANS CHRISTIAN, 1986	305,000	31' VINDO, 1974	41,000
48' S&S/HUGHES, 1972	99,500	31' BOMBAY	28,000
48' CUSTOM CUTTER cruise vet	75,000	31' MARIAH	62,500
45' EXPLORER, 1979	100,000	30' PEARSON 303	48,000
45' HANS CHRISTIAN, 1976	137,500	30' NEWPORT	17,000
45' MORGAN, '79	95,000	30' ERICSON, 1986	45,000
44' HARDIN, 1979	111,000	30' ISLANDER . . . 2 from	20,000
44' PETERSON,	2 from 110,000	30' MORGAN, 1970	22,500
44' CSY	110,000	30' ERICSON, 1985	38,900
43' HANS CHRISTIAN, 1977	125,000		
43' C&C	75,000		
42' CHEOY LEE, 1971	80,000		
42' COOPER, 1981	119,000		
41' FORMOSA, 1972	71,000		
41' RHODES, 1966	60,000		
41' FREEPORT, 2 FROM	85,000		
40' SLOCUM, 1980	50,000		
40' VALIANT, 1978	98,900		
39' CAL	59,500		
39' FREYA, 2 FROM	69,500		
39' LANDFALL, 1978	75,000		
38' CATALINA, 1983	45,000		
38' MORGAN, 1979,	66,000		
38' HANS CHRISTIAN 38T, '83	107,250		
38' ALAJUELA, '76	89,000		
37' HUNTER, 1984	62,000		
37' TAYANA, '78	79,000		
36' CS, 1981	69,500		
36' FORMOSA, 1980	45,000		
36' HUNTER, 1981	49,000		
36' ISLANDER . . . 2 from	49,500		
36' J, 1981, 2 FROM	69,000		
36' PEARSON, 1985	85,000		
35' SANTANA, 1979	43,000		
34' HUNTER, 1983	45,000		
34' PETERSON	35,000		
33' RANGER	29,500		

POWER

57' CHRIS CRAFT	2 from 169,000
53' BLUEWATER, 1980	160,000
51' BLUEWATER, 1984	159,000
50' DEFEVER, stl trl	250,000
48' DUTCH CANAL BARGE	64,500
45' GALLART, 1986	210,000
43' CALIFORNIAN, 1984	185,000
43' TROJAN, 1986	310,000
42' CALIFORNIAN, 1980	125,000
42' GRAND BANKS, 1981	175,000
40' BLUEWATER-TAIWAN, 1977	86,000
40' CRUISEHOME, 1975	55,000
40' SILVERTON, 1984	119,500
37' HERSHINE, 1979	69,750
37' C&L TRAWLER, 1979	79,950
36' TROJAN, 1975	49,500
36' CHRIS CRAFT	35,000
36' GRAND BANKS	79,000
36' SEA RAY, 1979	66,900
36' MODERN, 1983	77,000
36' GRAND BANKS, 1974	79,950
35' GOLDEN GATE, 1979	67,500
34' CALIFORNIA, 1979	69,500
32' CARVER, 1988	94,000
32' UNIFLITE	57,500
22' WHALER REVENGE, 1988	33,000



37' HERSHINE, '79. Great liveaboard diesel cruiser, with queen berth cabin. 3 from \$61,000.



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34' SEA HORSE '82. Sedan trawler, with centered queen foreward, economical Perkins diesel fly-bridge w/bimini, reefer & freezer, CNG stove. \$69,500.



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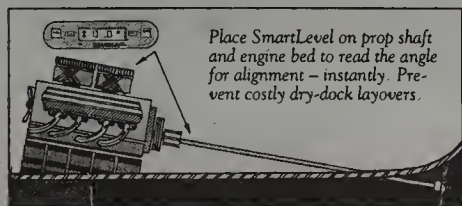
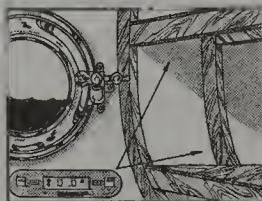
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On a boat, nothing on board is ever level or plumb. - That realization led a carpenter/sailor to invent SmartLevel. More than just a level, SmartLevel is a digital inclinometer that electronically measures all angles easily and accurately.

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Prop Shaft Alignment - Engine bed angle, stuffing box shimming. SmartLevel makes these difficult jobs easy. Reduce shaft vibration and avoid expensive stuffing box repairs. Use SmartLevel to measure shaft and engine angle - quickly. Then shim to match. No more time-consuming guesswork!

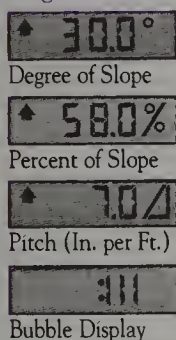
Heel Correction - Ever stop and think how that extra set of batteries or full fuel tank affects your boat's performance? It's easy to trim your boat, starboard and port, fore and aft, with SmartLevel. You can read the large digital display from cabin top or cabin sole - as far away as 10' - impossible with a bubble level.

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- The SmartLevel System consists of the Sensor Module and a 2', 4', or 6' rail (illustrated below) - which you order individually in any combination. The Sensor Module locks into the handhold and moves easily between rails. To order, mail us the order form at right, or for faster service call 1-800-762-7853.



Degree of Slope

Percent of Slope

Pitch (In. per Ft.)

Bubble Display



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2040 Fortune Drive, Ste. 102, San Jose, CA 95131.

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Sensor Module (fits any rail)	SM		\$89.95	\$
2' ABS composite rail (without module)	PR2		\$30.00	\$
2' teak rail (without module)	TR2		\$30.00	\$
4' teak rail (without module)	TR4		\$60.00	\$
6' teak rail (without module)	TR6		\$90.00	\$
2' Nylon, padded carrying case	CC2		\$24.95	\$
4' Nylon, padded carrying case	CC4		\$34.95	\$
6' Nylon, padded carrying case	CC6		\$44.95	\$

Subtotal: \$

CA residents, add 6.5% sales tax: \$

Shipping, add \$6.50 per rail ordered: \$

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Total: \$

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City _____ State _____ Zip _____

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45' COLUMBIA	89,000
44' NORDIC	162,900
44' CSY	110,000
44' PETERSON	110,000
44' LAFITTE	* 155,000
42' WESTSAIL	* 119,000
41' C&C	149,000
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40' CHALLENGER	84,500
38' FARALLONE Clipper 2 frm	28,000
37' EXPRESS	98,000
36' CS SLOOP	69,500
36' ISLANDER FREEPORT	* 73,500
36' ISLANDER	3 from 44,500
36' LANCER	52,000
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25' NORTHSTAR	15,000

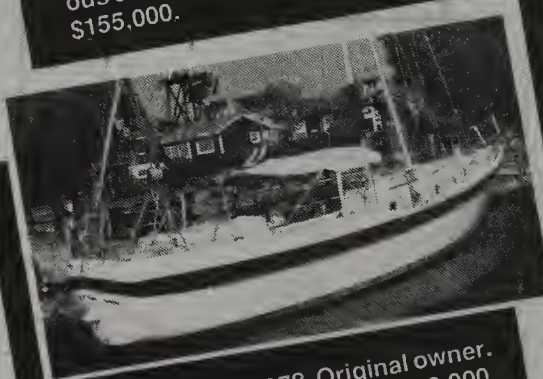
POWER

78' MONK	1,600,000
52' NORDIC	465,000
50' STEPHENS	* 140,000
49' TRAWLER	165,000
43' PRESIDENT SF	150,000
43' ALBIN TRAWLER	115,000
42' GRAND BANKS	2 from 77,000
42' UNIFLITE,	178,000
42' SUNDECK MY	149,000
40' BLUEWATER	89,000
40' OCEAN ALEXANDER	179,000
39' SEA RAY	* 129,000
38' MATHEWS CLASSIC MY	* 58,500
38' BERTRAM MY	89,500
38' BAYLINER	125,000
38' BERTRAM	195,000
37' HATTERAS	154,500
36' GRAND BANKS	3 from 64,500
35' FLYBRIDGE SEDAN	* 66,000
35' BERTRAM Convertible	* 115,000
35' EAGLE TRAWLER	46,000
32' CARVER MARINER	83,000
32' GRAND BANKS	2 from 59,000
26' BERTRAM	65,000
25' SKIPJACK	28,000

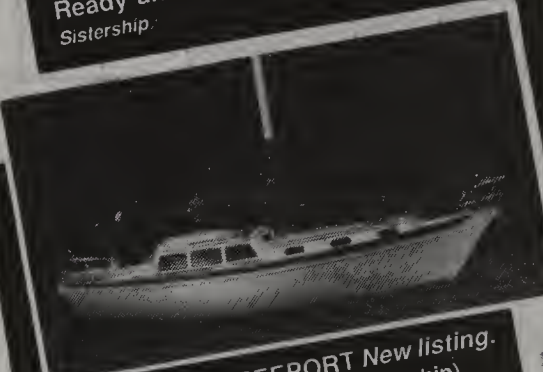
* SAN FRANCISCO BERTH INCLUDED



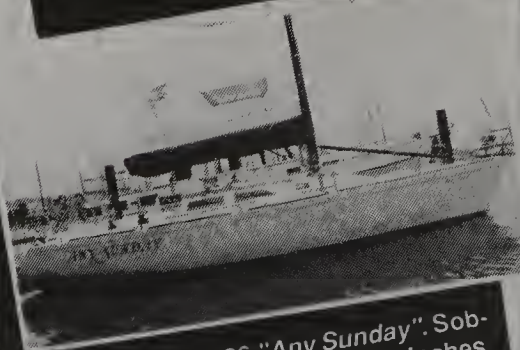
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44' CSY CUTTER. 1978. Original owner. Ready and capable cruiser. \$110,000. Sistership.



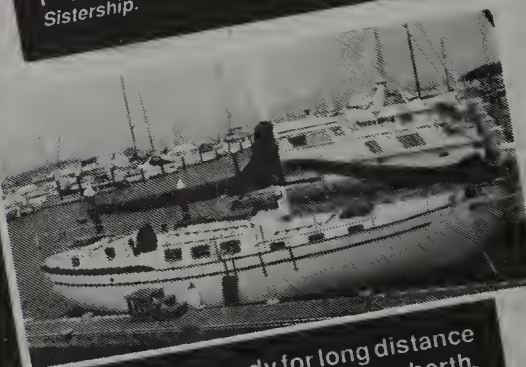
36' ISLANDER FREEPORT New listing. Loaded w/gear. \$73,950. (sistership)



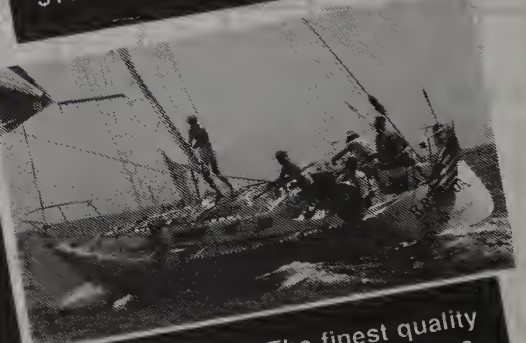
EXPRESS 37 1986 "Any Sunday". Sobstad & Pineapple sails, Barient winches, support vehicle extra. \$98,000/Offers.



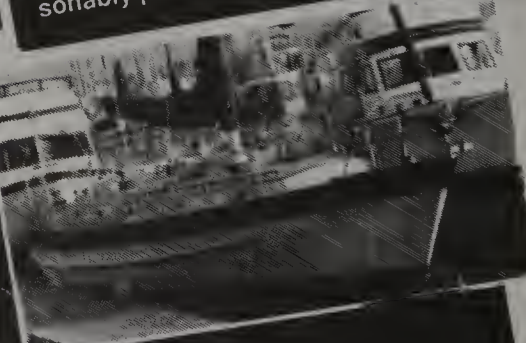
ISLANDER 36', (3) 1974-1982. Very popular Bay boat starting at \$44,500. Sistership.



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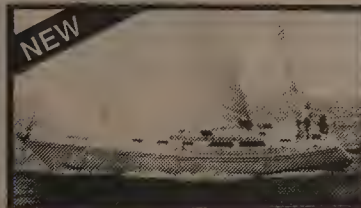
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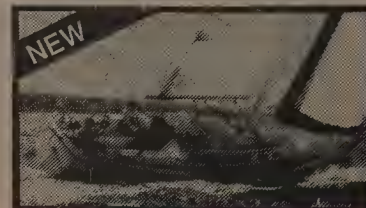
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Moore 24 SC 3 starting at \$ 8,900
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Moore 30, with trailer \$32,500
Catalina 30, '80, diesel SOLD
Ultralight "3rd Reef" \$16,995
Cal 31, '80 \$35,900

Cal 39, '82 \$76,500
Cheoy Lee 48, '82, great buy! \$109,995

POWER

Bayliner 21, with trailer SOLD
Wellcraft 25, '87, twin sea drives+ \$34,750
Monterey Bay 30, '88, balsa core offers
Bayliner 32, '88 SOLD
Seahorse 36, '85, diesel \$87,500

SAIL Have Buyers — Need Listings Immediately
Sail and Power

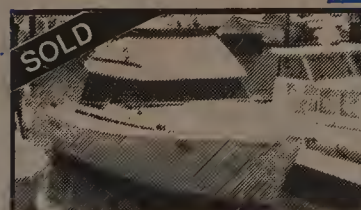


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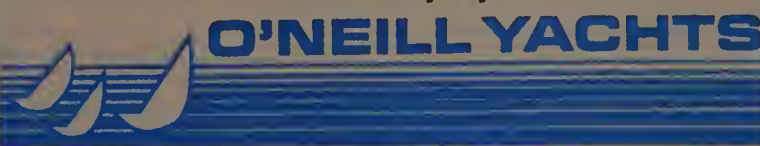


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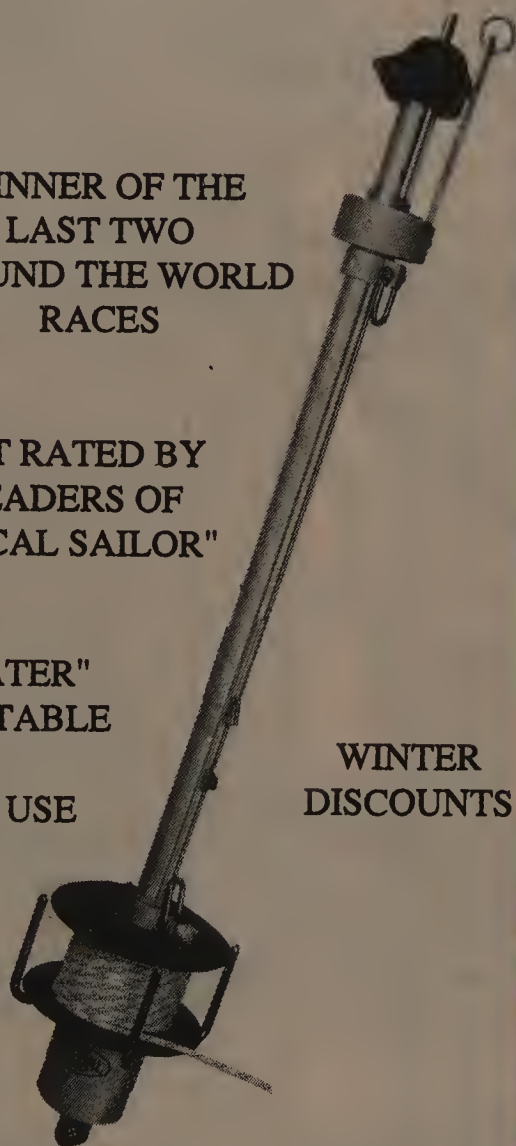
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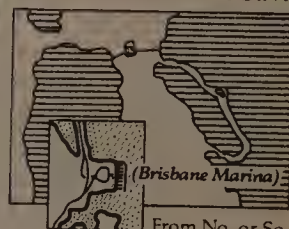
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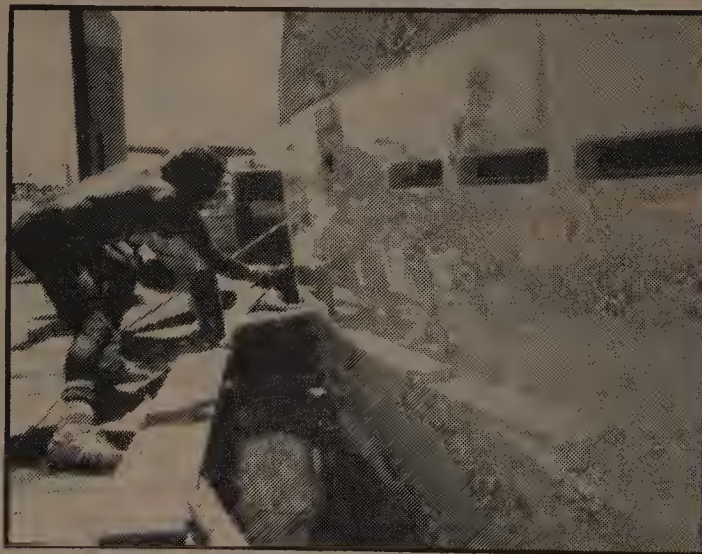
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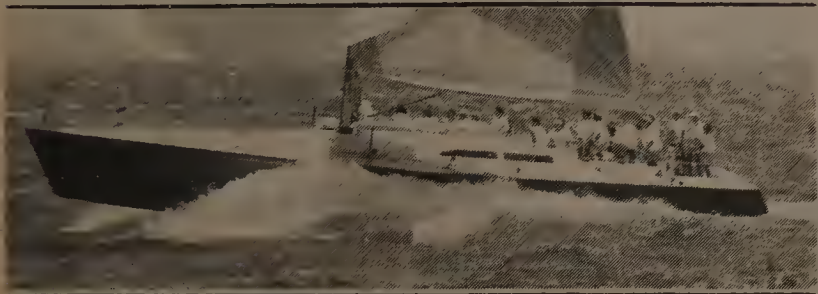
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CALENDAR

Nonrace

November 2 — "The Joys of Chartering in the Sea of Cortez", a personal account by Durand Steiger at the Stockdale Marine Theatre in Sacramento; free; 7:30 p.m.; (916) 332-0775.

November 3 — OYRA Annual Awards Banquet for "all MORAns, PHROmaniacs, Singlehandlers and assorted yearling IMSOers". Dinner (\$14), awards and sea stories. Richmond YC; 7:30 p.m.; Sally Richards, 444-4321 (w) or 522-3109 (h).



California dreaming — sun, surf and sleds.

November 7 — Anchoring Seminar at West Marine Products in Oakland. The always entertaining Chuck Hawley will reveal all there is to know about anchors and anchoring techniques. 7 p.m.; free; WMP, 532-5230.

November 8 — "Strategy and Tactics for Light Air Midwinter Racing on the Berkeley Circle", a discourse by Kame Richards. Berkeley YC; 7:30 p.m.; \$2 donation. Sponsored by the Catalina 27 fleet; call Pineapple Sails (444-4321) or Steve Rienhart (408-452-7426) for more information.

November 10 — "Tall Ships, Strong Songs!", SF Maritime Museum's continuing fall concert series aboard the *Balclutha*. Tom Goux and Jack Sulanowski will perform together; tickets are \$5; show begins at 8 p.m.; SF Maritime Museum, 929-0202.

November 13 — "Experiences in Antarctica", a speech by geophysicist Ralph Nobles based on his three trips to the bottom of the globe. At the monthly meeting of the SF Recreational Harbor Tenants Association at Golden Gate YC; 7:45. (Buffet dinner at 6:45 for \$10). Les Goldner, 929-8596.

November 14 — 1990 YRA Season Champions cocktail party and awards presentation. Aboard the *Eureka* (Hyde Street Pier); 6 p.m.; YRA, 771-9500.

November 14 — Sailing Network Potluck Dinner. Skippers and crew are invited to make connections at a potluck get-together at Vallejo YC. Happy hour at 6:30 p.m.; dinner at 7:30. Bring a dish to share. \$1 for skippers; \$3 for crew. Lynne, (707) 557-4648.

November 17-18 — Hunter Sailing Association Clam Bake/Pot Luck/Tour of Brooks Island. All owners of Hunter sailboats invited. Call Kristin at Tradewinds Sailing Center for details, 232-7999.

November 25 — ESPN coverage of the 1990 Columbus Cup, a recently completed J/44 match racing series in Annapolis. Scheduled for noon; check local listings.

December 4 — Collegiate Sailing Seminar at St. Francis YC; 7:30 p.m. Open to junior sailors who will be attending colleges in the next few years. Representatives (sailing coaches, directors, active sailors) from various college around the nation will familiarize candidates with their school's recreational and racing programs through slides, videos and handouts. Patrick Andreassen (after October 22), 563-6363 (StFYC) or 347-0259 (home).

December 1 — Lighted Yacht Parade on the Oakland Estuary. Approximately 5-7 p.m. 'Tis the season to be jolly! Mollie Harris, 834-3052.

December 7 — "Sailing the San Juans", a slide-illustrated presentation by Jim and Joyce Steinmiller. Stockdale Marine Theatre in Sacramento; free; 7:30 p.m.; (916) 332-0775.



SPECTACULAR Lighted Yacht Parade and Landlubbers Party

Saturday, Dec. 1, 4:30 pm

(Rain Date: Dec. 2, 5 pm)

Oakland Estuary off Jack London's Waterfront at the foot of Broadway. 1990 Theme: *Making Christmas Magic*

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2. Master Mariner (Best Classic Sailboat)
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4. Best Hand Powered (Whale Boats & Dinghies)
5. Long Distance (Boat From Furthest Away)
6. Landlubbers Choice (Crowd Vote)
7. Best Commercial Sailboat
8. Best Commercial Power
9. Good Neighbor Award
10. Most Whimsical
11. Classic Yacht
12. Most Original
13. Best Military
14. Best Animation
15. Best Club Entry

Each entry receives an 8x10 color photo and brass plaque

1990 Yacht Parade Entry Form

Boat name _____

Length _____ ☐ power ☐ sail

Marina/anchorage _____ slip# _____

Contact _____

Phone: day _____ night _____

Owner/skipper _____

Phone: day _____ night _____

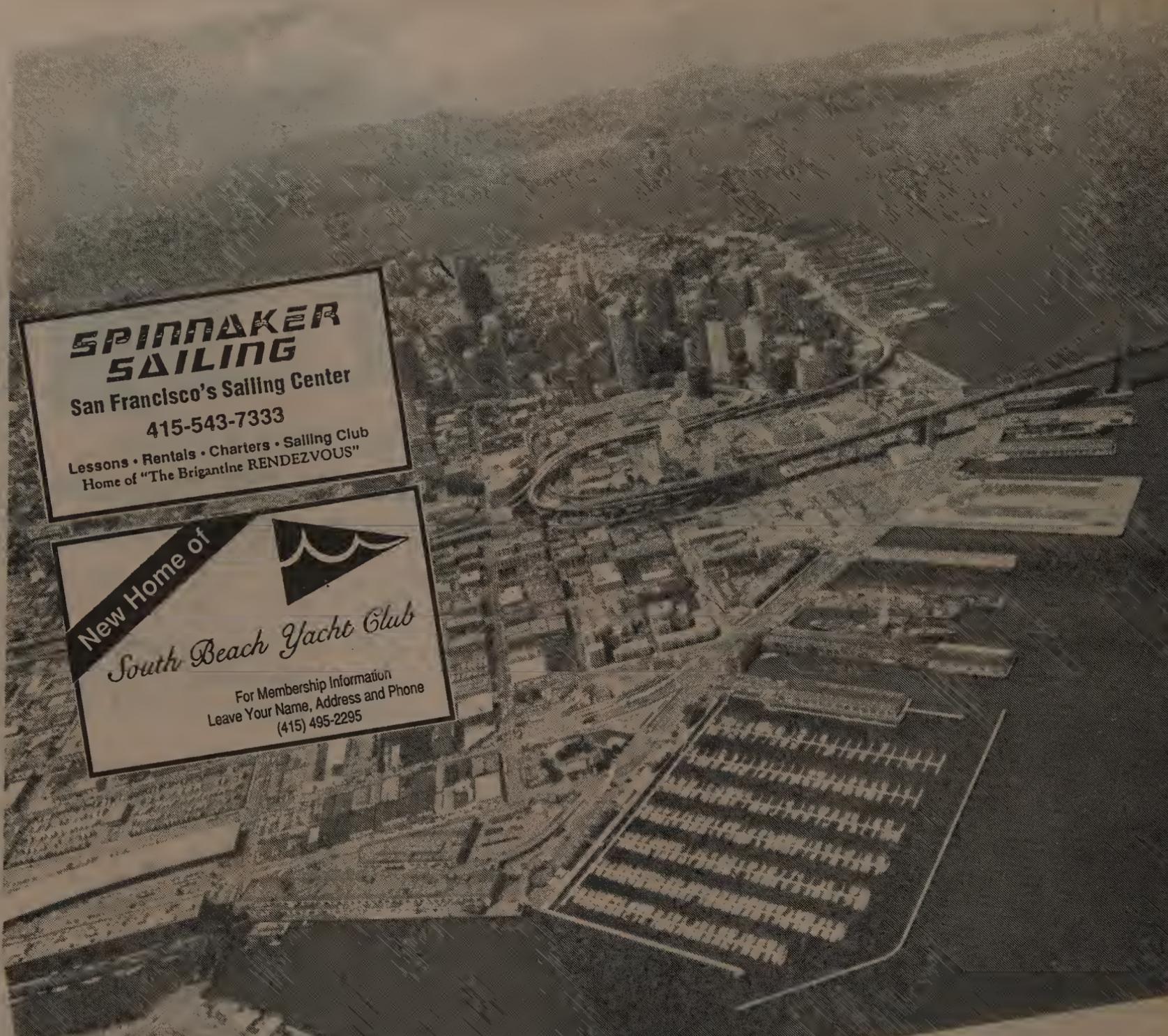
Mailing address _____

City _____ State _____ Zip _____

Classification (check one)

☐ Individual ☐ Commercial ☐ Yacht ☐ Boating organization ☐ Military

Please pay \$25 entry fee by check or money order payable to Waterfront Association. Prior to Nov 23, 1990 mail to: Waterfront Association
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CALENDAR

December 8 — Sausalito's 2nd Annual Lighted Yacht Parade. Held at dusk, with a party immediately afterward at Sausalito YC. Sausalito Chamber of Commerce, 332-0505.

December 17 — ESPN coverage of the second leg of the BOC Challenge (Capetown to Sydney). 8 p.m.; check local listings.

December 29-January 6 — SF International Boat & RV Sale at Moscone Center, sponsored by the Northern California Marine Association. For more info, call 521-2558.

Racing

November 3 — Golden Gate YC Midwinter Race #1. Look for dates of other midwinter series in *The Racing Sheet*.

November 4 — Route du Rhum Race: the fourth running (previous races were in '78, '82, and '86) of this famous singlehanded race. This one's a 3,700 mile dash for cash from St. Malo, France, to Guadeloupe in the West Indies. The record is currently held by Frenchman Philippe Poupon, who in 1986 smoked across the Atlantic in 14 days, 15 hours and 57 minutes on his trimaran *Fleury Michon VIII*.

November 10 — Cabo via Guadalupe Island Race. See *The Racing Sheet*. LAYC, (213) 831-1203.

November 26-December 2 — World Match Racing Championship in Auckland, NZ. Can anybody beat Chris Dickson?

November 30-December 2 — 18th Annual Red Lobster Regatta on Lake Monroe (Sanford, Florida). The biggest inland regatta in the country, featuring an expected 600 boats, 46 classes, 6 race courses and \$10,000 of prizes. John Gardiner, (407) 425-0585.

Midwinter Race Series

BERKELEY/METROPOLITAN YC — 11/10-11, 12/8-9, 1/12-13, 2/9-10; Kirt Brooks (284-7041) or Bobbi Tosse (393-9885).

BERKELEY YC — "Chowder Races"; 10/27, 11/24, 12/29, 1/26, 2/23. Paul Kamen, 540-7968.

CORINTHIAN YC — 1/19-20, 2/16-17; CYC, 435-4771.



Ah, the midwinters: light air and lots of current!

ENCINAL YC — "Jack Frost Series"; 11/17, 12/15, 1/19, 2/16, 3/16; John Hughes, 523-7132.

GOLDEN GATE YC — "Manny V. Fagundes Seaweed Soup Perpetual Series"; 11/3, 12/1, 1/5, 2/2, (3/2 make-up); GGYC, 346-BOAT.

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Catalina//Morgan

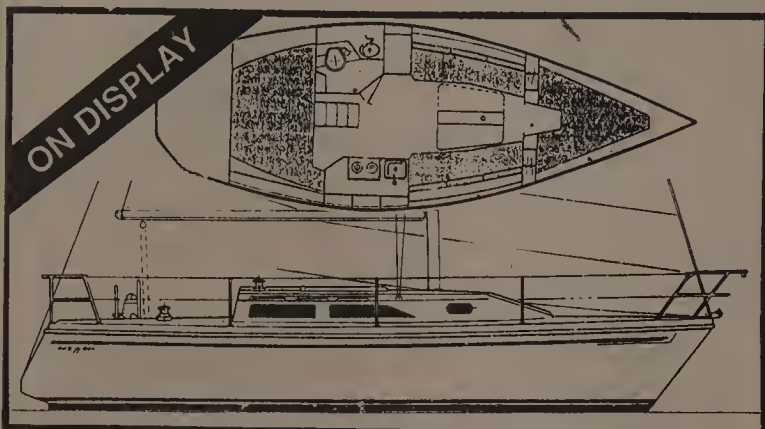
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34 • 36 • 38 • 42 • 50 **NEW**

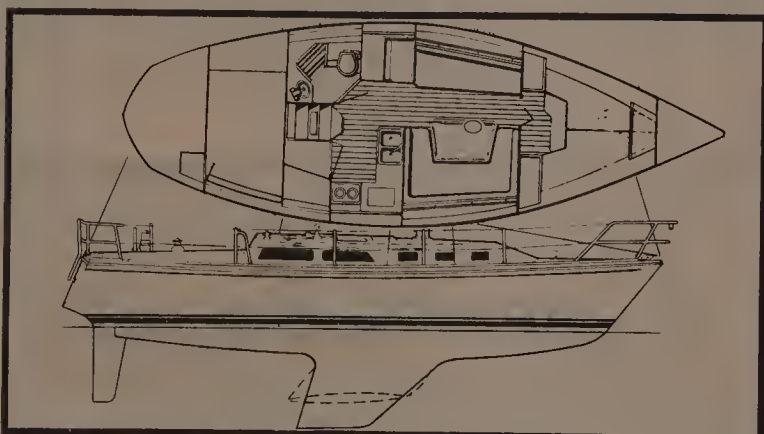
MORGAN 41 • 45 **NEW**

NONSUCH 26 • 30 • 33 • 36

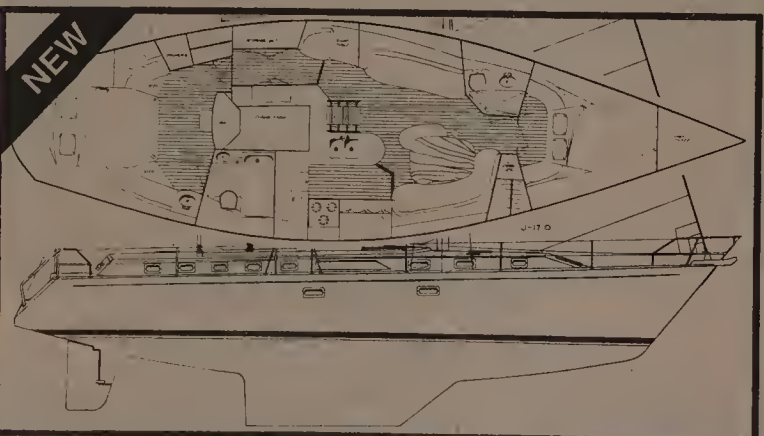
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22' O'DAY, 1984	7,495
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25' O'DAY, 1976	Reduced \$9,995
25' CATALINA, 1981	10,500
25' CORONADO, 1966	7,495
25' MIRAGE, 1980	17,995
26' INT. FOLKBOAT, 1972 ..	11,995
26' EXCALIBUR, 1976	7,995
27' CATALINA, 1976	13,995
27' CATALINA, 1981	18,995
28' CAL, 1967	Reduced 8,500
30' CATALINA	26,995
30' CATALINA, 1980	27,500
30' CATALINA, 1982	29,995
30' COLUMBIA, 1972	23,995
30' ERICSON	New Listing 18,995
30' CATALINA, '80	26,995
30' CATALINA, '84, Loaded ..	34,995
31' IRWIN, 1984	48,995
32' MORGAN	Reduced 27,995
33' MORGAN, 1974	41,995
33' NAUT MS, 1982 Pending	89,995
34' CAL, 1974	37,995
34' CAL, 1970 Exc. cond.	28,500
35' NIAGARA, 1981 Reduced	69,995
36' PEARSON, 1981	73,995
38' NAUT MS	118,995
38' CATALINA, 1981	49,995
42' CATALINA, 1989	118,995
43' COLUMBIA, 1971	68,995
48' CHEOY LEE, 1982	109,500
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35' NIAGARA, 1981	69,995
31' BOMBAY CLIPPER, 1978	19,200
30' NONSUCH, 1982	79,500
30' NONSUCH, 1981	62,500
30' CATALINA, 1985	36,500
30' CATALINA, 1984	34,500
30' CATALINA, 1978	24,900
30' CATALINA, 1978	27,000
30' CATALINA, 1981	28,000
30' ISLANDER, 1979	29,900
27' COLUMBIA 8.3, 1977 ...	16,900
27' CATALINA, 1977	13,800
27' NEWPORT, 1973	11,250
26' COLUMBIA MK 3, 1974 ..	7,400
26' COLUMBIA MK2, 1970 ...	9,500
26' PEARSON, 1976	8,800
26' NONSUCH, 1978	59,000
26' NONSUCH, 1982	45,000
25' CATALINA, 1983	13,995
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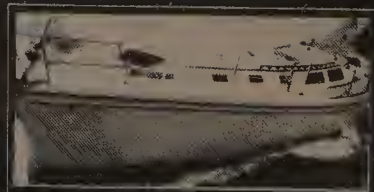
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IN ONE WEEKEND HOW DOES A GUY WIN THE ENSENADA RACE AND GET BACK TO WORK ON MONDAY?



In one weekend how do two local guys win in the Ensenada Race and get back for work on Monday?

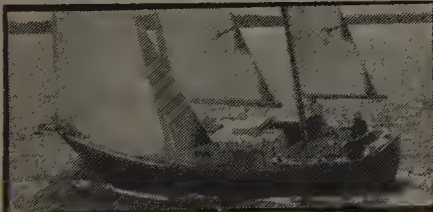
Jim Bradfield and Ken Kinoshita did just that! They won a second place trophy in class to John Walton's (the owner-builder of the F-27) first.

Mixing it up with everything from maxis to ultralights, the F-27's finished sixth and ninth on elapsed time in a 119 boat fleet. The race was unusually breezy for most Southern California sailors: 16-18 knots of breeze. Jim and Ken averaged more than 10 knots for the course, with occasional long surfs of speeds up to 16 knots or so. The steady and warm breezes were a gas for a couple of sailors tired of freezing on San Francisco Bay all summer.

Regrets were that they didn't have more time, with the warm water, blue sky and all of Mexico just waiting. Then again, they were lucky to have an F-27 so they could be here at all. But what's so neat is that they saved their uphill work for their trailer: 12 hours from Ensenada to San Francisco.



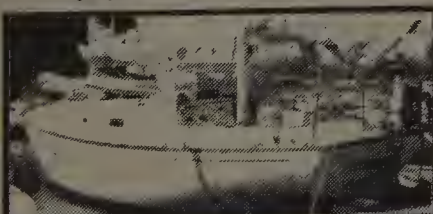
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25' CAL '69	5,400	44' PETERSON	89,000
27' H-BOAT	8,500	45' FUJI, ketch	145,000
27' CAL 2-27	9,500	45' HANS CHRISTIAN	137,500
30' HUNTER, sharp!	27,950	63' CUSTOM KETCH, '79	195,000
30' ISLANDER	22,500	60' "ANA MARIA"	95,000
30' PEARSON	29,500	65' MacGREGOR	130,000
30' TARTAN	27,000	103' SCHOONER	Make offer
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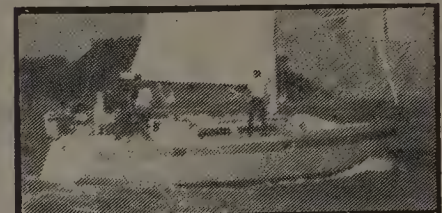
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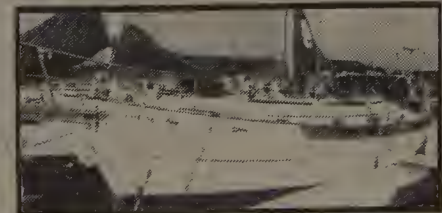
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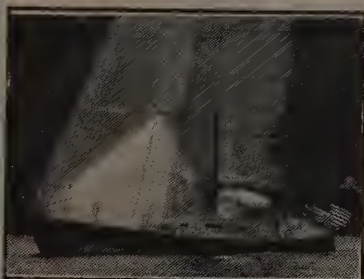
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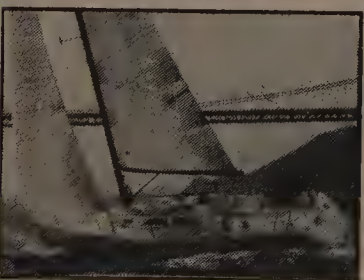
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16' Hobie Cat	30' O'Day, '81	35,000
J-24 (4)	from 10,500	30' Coronado, '70	20,000
24' Coptiva, '86	12,000	32' Chris Craft, '61, dean	16,200
25' Santana, '81	8,500	34' Express	84,950
26' Ronger, '73	9,000	J-35 (2)	from 68,500
26' Ronger, '71	11,950	35' Coronado	35,000
27' Catalina (2)	from 9,850	35' Wauquiez, '82	87,500
27' Ericson, '74	15,900	36' Islander, '76	59,000
J-29 '83-'84	3 from 27,500	37' O'Day, '80	55,000
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		46' Formosa, '80	110,000



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CALENDAR

Midwinter Regatta Series"; 12/9, 1/12, 2/9, 3/10. Jim Kearney, 582-1048.

MONTEREY PENINSULA YC — "Perry Cup Series"; 11/3-4, 12/1, 2/2, 3/2. Two races each day. Jack McAleer, (408) 624-2481.

OYSTER POINT YC — 10/27, 11/24, 12/22, 1/26, 2/23, 3/23. Lynda Malloy, 952-7403.

RICHMOND YC — "Small Boat Midwinters": 12/2, 1/6, 2/3,



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3/3. Kim Desenberg, 523-8330.

SANTA CRUZ YC — 11/17, 12/15, 1/19, 2/16, 3/16. SCYC, (408) 425-0690.

SAUSALITO CC — 10/27, 11/24, 12/22, 1/26, 2/23; SCC hotline, 332-9349.

SAUSALITO YC — 11/10-11, 1/12-13, 2/9-10, (3/9 make-up); SYC, 332-7400.

SAN FRANCISCO YC — "Fall Series": 11/17-18, 12/15-16; "Winter Series": 1/19-20, 2/16-17; SFYC, 435-9133.

SIERRA POINT YC — 10/13, 11/10, 12/8, 1/12, 2/9, 3/9. Steve Sears, (408) 725-1866.

STOCKTON SAILING CLUB — 11/10, 11/24, two more TBA. John Notman, (209) 951-0865.

VALLEJO YC — 11/3, 11/17, 12/8, two more TBA. Tom Rolf, (707) 935-0607.

Please send your calendar items **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

November Weekend Currents

date/day	slack	max	slack	max
11/03Sat	0134	0351/2.9E	0657	0952/3.1F
	1237	1604/5.7E	1954	2259/4.5F
11/04Sun	0230	0442/2.6E	0742	1039/3.0F
	1320	1652/5.8E	2046	2352/4.4F
11/10Sat	0141	0454/3.3F	0804	1053/2.5E
	1423	1706/2.2F	1947	2248/3.2E
11/11Sun	0237	0549/3.2F	0849	1156/2.9E
	1525	1817/2.5F	2059	2355/2.9E
11/17Sat	0134	0344/1.9E	0659	0943/2.3F
	1225	1546/4.5E	1950	2254/3.4F
11/18Sun	0218	0421/1.8E	0734	1019/2.1F
	1259	1625/4.4E	2029	2333/3.3F
11/22Thu		0137/2.9F	0517	0716/1.6E
	1023	1309/1.5F	1538	1921/3.8E
	2318			
11/23Fri		0223/2.8F	0602	0809/1.7E
	1129	1406/1.4F	1634	2009/3.5E
11/24Sat	0002	0312/2.8F	0645	0858/2.0E
	1238	1507/1.5F	1740	2104/3.3E
11/25Sun	0048	0358/2.8F	0725	0954/2.4E
	1343	1612/1.7F	1855	2159/3.1E

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LETTERS

↕ A GOOD TIME TO TURN AROUND

It was one of those really strange days on San Francisco Bay. I left my slip in Alameda about 8:30 Sunday morning singlehanded my Catalina 27 *Best of Me*. It was a straight shot to the Golden Gate on a beam reach aided by an ebb tide. (How many days a year can you sail all the way to the Golden Gate Bridge on one tack?) Just beyond the bridge the sun came out from behind high clouds. Then the wind shifted to just off my port bow, so I sheeted in the sails in order to clear Lime Point.

After sailing out the Gate for awhile, I found myself on a port tack headed for Point Bonita. As I got closer to the point, I noticed what I judged to be six to eight foot waves breaking off the point. I soon realized I was getting uncomfortably close to the point and the breaking waves. Not close enough to panic, mind you, but close enough to give you that sick feeling in the bottom of your stomach.

By this time about every third sea was breaking over the bow of my boat. Unfortunately, I don't have a dodger, and I started to get soaked. Since this was no longer my idea of fun, I thought it would be a good time to turn around and head back.

It was then I noticed a sloop coming up off my port bow. I patiently waited for him to pass, so I could tack and head back. By the time the boat passed I was so close to Point Bonita that I knew I was going to have to execute an perfect tack or else I would end up in the next issue of *Latitude* for having run my boat up on the rocks. With all the wave action, I wondered if I would even have enough way on to bring the bow through the wind. Having cleared the point after what seemed like an eternity, I knew it was now or never. I must have, by accident, have tacked at just the right time, because the bow came around almost immediately. I sheeted in the jib and sailed on the fastest broad reach I can remember all the way back under the bridge and into the 'safety' of the Bay.

The wind promptly died as soon as I got under the bridge, so I just let the flood peacefully carry me past the Cityfront and toward the Bay Bridge. I was looking forward to the tranquility of the Estuary when the breeze came up again. Soon it was blowing so hard that I thought I was going to have to tie two-reefs in the main just to get back to Alameda!

I think it really was one day where the Bay really did get 'the best of me'.

Doug Robinson
Catalina 27, Best of Me

Doug — You done good because you probably learned more about sailing and got more confidence from that sail than your previous ten. The next time you make the same trip or head toward waves you won't feel sick to your stomach.

A couple of suggestions, if we may:

If you think you're getting too close to big waves, you are too close. Just because you're seeing six to eight foot waves doesn't mean there isn't a 15-footer a couple of sets down the line. This is especially true just outside the Gate where shallow water and a change in tides can cause a dramatic difference in the size and shape of breaking waves. It's absolutely the worst, we might caution novice sailors, in the winter.

We also suggest you practice tacking in waves before you put yourself in a situation where blowing the tack might cost you your boat or your health. The basic rule is to pick a flat spot between waves in which to bring the bow around. Incidentally, if you were able to 'charge off' on a broad reach after making the tack, there must have been plenty of wind. Anytime there is plenty of wind, your Catalina 27 shouldn't have any problem tacking.

Last but not least, you don't want to be sailing in wet conditions without wearing good foulies. When you get cold, you get quickly tired and don't feel like doing the things you know you should. Furthermore, the cold quickly starts to affect your judgement.



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LETTERS

WHAT AND WHERE ARE THE BEST TRIMARANS

My wife and I are considering becoming boatowners and taking a cruise. We have two questions we hope you or your readers might be able to help us with.

1. What is the best trimaran for cruising that we could purchase used?

2. Where in the United States is the least expensive place to buy such a boat?

Arthur Barbour
San Francisco

Arthur — Not being knowledgeable enough on multihulls, we'll ask if any of our multihull readers can suggest some of the better designs.

As for finding a good tri at the best price, that's a real tough one. A relatively small number of multihulls have been professionally made, so almost all of them are unique. If you hear about a seemingly great deal on an Islander 36 in Portland, for example, you can invest in a trip to inspect her with a reasonable amount of confidence you know what you'll be seeing. But when it comes to multihulls, the huge majority of which were self-built, it's very hard to know if you're travelling to see a real beauty or a worthless dog. As such, we suggest you begin your search in Northern California. Only after you've done a lot of looking around and familiarizing yourself with the market should you start investing in airline tickets and hotel rooms.

THE VALUE OF LIVEBOARDS

For the last 12 years Brickyard Cove Marina in Point Richmond has maintained 15 liveaboard slips. The liveboards have created few problems while offering many benefits. The following is a partial list of the advantages: increased security, the closing of valves when pipes burst in the middle of the night, helping slip renters tie up their boats or turn on their circuit breakers, and assistance to marina employees during storms. I've also found liveboards to be both helpful and pleasant individuals.

Recently there was one incident, however, that was so exceptional that I feel I should share it with others in the sailing community — along with those who may question the value of liveboards.

Shortly after midnight on September 29, while on his way back from the restroom, liveaboard Roger Franklin noticed an Allied 32 riding very low in the water. He immediately called me at home, at which time I assured him that as soon as I called the owner I would make the 35-minute drive to the marina. Brickyard Cove keeps a high volume pump on hand for just such emergencies.

The boat's owner and I arrived at the marina at the same time. Descending the ramp, we could see that his boat was floating on her lines. My first thought was that the leak couldn't be that bad. But it had — until some liveboards had come to the rescue.

After discovering the problem, Franklin awakened some of the other liveboards. Cutting the lock, they rigged up a gas pump that was able to gain on the leak. When they started their rescue, the boat had water up to the knobs of her galley stove and was about to go down. Once they gained on the leak, they waded through the cold water of the dark boat to locate the source of the problem — a broken thru-hull fitting. They stemmed the leak by driving a wooden plug into the through hull with a mallet — both items provided by liveboards. This is why the situation didn't look so bad when the owner and I arrived on the scene.

In the interests of job security, I'll not claim that liveboards can replace harbormasters, but this was quite a bit of work. I believe that the boat owner's insurance company owes these liveboards a big thanks — I know I do.

So hats off to Roger, Cathy, Joe, Phil and Jerry — you were great!
William Thomas
Harbormaster, Brickyard Cove Marina
Richmond

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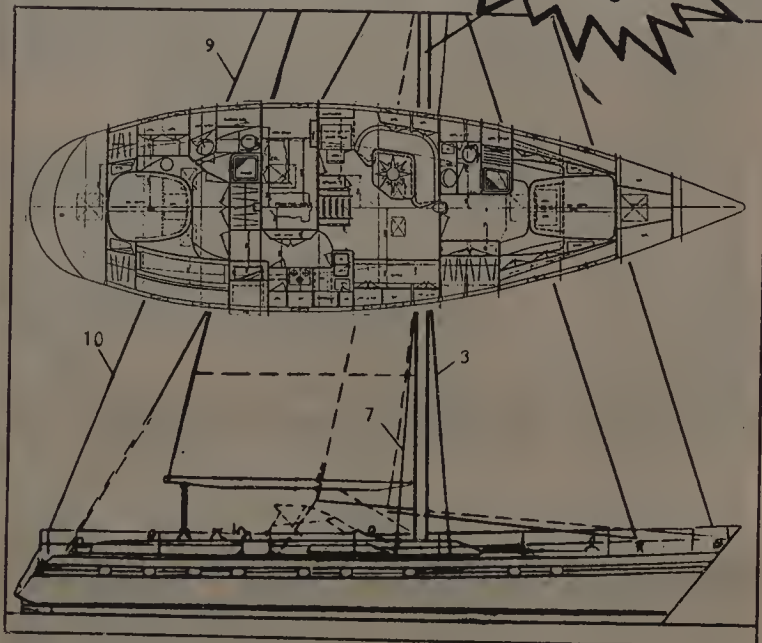
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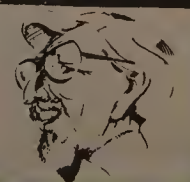


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LETTERS

William — Thanks for the report.

The anti-liveaboard sentiment has been fostered by ignorant government officials and representatives — such as the BCDC commissioners and staff — whose expertise in politics conceals the fact that many of them don't know a side-tie from a salmon. We lived aboard for four years and will do so once again when the kids fly the coop. During our residency we performed no heroics, but from time to time were able to provide 'stitch in time' assistance that saved boat owners, the marina and insurance companies more than just pocket change. Nobody wants to see marinas turned into housing projects, but the portrayal of liveaboards as 'criminals against the public trust' is just political posturing.

WESTSAIL — TALES FROM THE FACTORY FLOOR

I waxed nostalgic reading your article about Westsails. In 1973 I hired on as a carpenter for the first Westsail 42. The company was quite a rogue's gallery then: Lynn and Snyder Vick, business idealists in the best post-Sixties tradition; sailors, wannabee sailors, a hundred or so illegal aliens, a couple of Aussies on the lam — even a few boatbuilders. However odd the mix, it definitely was a fun place to work. For me, it was like getting paid to go play every day.

After giving the Kendall 32 a flush deck and calling it a Westsail 32, one of the company's best public relations moves was to document John Carson's trip through the South Pacific on *Pegasus* with his girlfriend. Her name escapes me, but she'd been Miss Milk of 1969 and was built for the job. Whenever she came into the plant to check a boat under production, all work would invariably come to a halt. She and John toured the country giving seminars and selling the 'ultimate' (is anybody else tired of that word yet?) cruiser. The two were very good at fueling dreams and motivating people to just get going and DO IT! I think John is still selling boats in the Seattle area.

My favorite Westsail design was the Westsail 43, an aft cockpit version of the center cockpit 42. After we added seven more feet to the mast, she even sailed pretty well. Best of all, no matter what the weather on deliveries or shakedown cruises, I never ever felt insecure or worried about the boat's ability to take a beating. Bill Lee is right, 'Fast is fun'; but when you're sliding down the face of a wave and watching *Merlin* twist and torque about, we're talking adrenalin and pre-ulcerous secretions, not laid-back Mom & Pop or singlehanded cruising. That's the beauty of sailing, there's room for the whole spectrum (which coincidentally happens to be the name of my favorite Westsail 43, hull #6; contact me at (408) 423-4076 if you know this boat).

I happened to be foreman of the Westsail 42/43 line when we built a custom 42 for the 'Dean of American Broadcast News', Walter Cronkite. He used to walk around the plant with an entourage chronicling his every move with cameras and notebooks. I don't think the poor guy could even go to the bathroom alone. He was the same person in real life as he projected on television; warm, friendly, concerned and very classy. A beautiful painting was made of his boat under sail; I'd love to get a print if anyone knows how.

We built another 42 for [name withheld to protect Latitude from being sued] a fellow closely associated with the ZZ Top rock 'n roll band. Every week at production meetings Hans, the plant manager, would get on my case because #67 was so over budget and behind schedule. A little detective work revealed that every time the future owner, or one of his rock 'n roll cohorts, showed up to check on the progress, which was once a week or so, a new supply of drugs was delivered to the production crew. Times being what they were, everyone wanted to work on that boat!

When the boat was finally finished, way over budget, the guys showed me all the trick secret stashes custom-built into the furniture. I never did explain to Hans why that boat took so long and cost the company so much money. I guess my sympathies were always with the guys building the boats rather than those managing the money.

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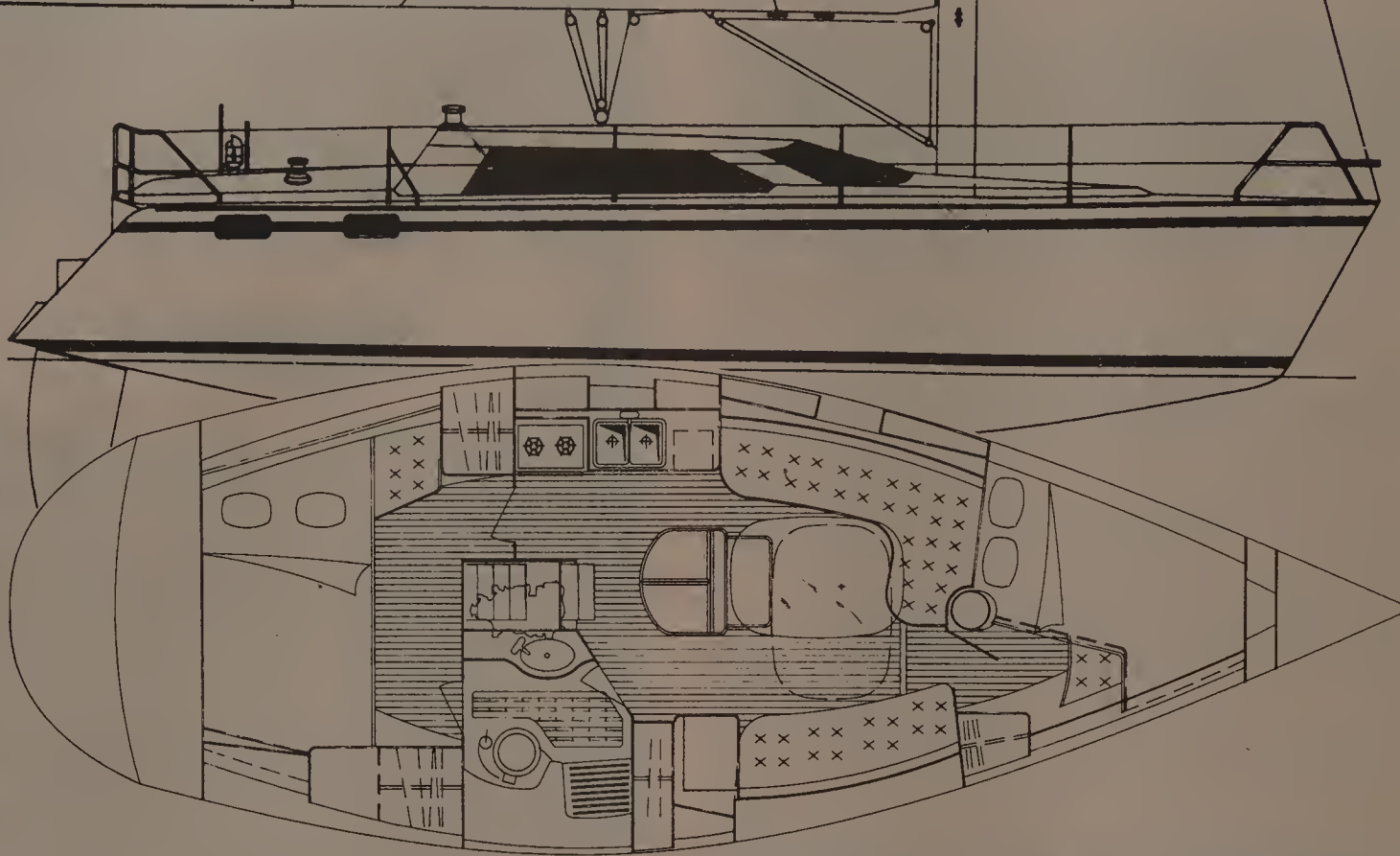
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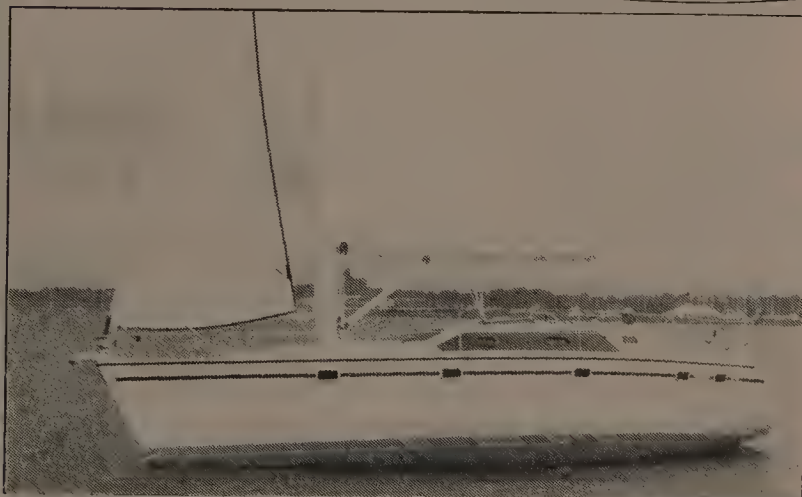


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LETTERS

Want more? When we built John Carson's Westsail 43, he was unhappy with the 6'3" headroom — he's a big and tall guy. So after bolting the deck on, we put a hydraulic jack in the main cabin and boosted the headroom by two more inches. Unfortunately, we split the laminate of the cabin top in the process, right down to the plywood core. By this point in construction John was on such bad terms with the foreman that we just filled the crack with chopped strands and resin, then gel-coated the whole thing. I always worried a little bit about that particular boat.

In 1977 things started going down the tubes for Westsail. I did a delivery to Hawaii and quit when upon my return I was told to start tooling up for a golf cart(!) line. We were talking desperation by this time. Receivership and Chapter 11 loomed throughout the plant like stale cigar smoke. The fun had gone out of it, the bubble had popped and some shady things were happening on the production line.

A few of the guys who jumped ship started a fledgling company, Cruising Consultants, and built one boat, the Crealock 37. After several incarnations it became Pacific Seacraft, which to my understanding became a Fortune 500 company under the expert tutelage of Henry and Mike. To bring things full circle, it's also my understanding that the company was sold this year to, you guessed it, the Japanese. As Linda Ellerbee would say, "And so it goes."

P.S. Westsail owners needing bronze parts to upgrade or replace (custom or stock) should call Lee at Elk Brass in Compton (213) 638-7893. He's about the last of the O.E.M. suppliers — and he owns a beautiful Westsail 32.

Chris Carley
Teresa J, Crealock 37
Santa Cruz

Chris — Great letter.

Pacific Seacraft, which was purchased two years ago by Singapore's Singmarine Industry, certainly wasn't a Fortune 500 company. We doubt if all the sailboat manufacturers put together could make the Fortune 500. Pacific Seacraft, by the way, recently picked up all the Ericson molds and moved them back to California from Mexico. They have plans to market that line in the United States, Japan and perhaps Europe. Want a sense of how times have changed? The CEO at the Southern California boatbuilder is a gentleman by the name of Wong Kok-Seng. And so it's gone.

⇅ SOUR GRAPES OVER A CLASS ACT

What must a Westsail 32 accomplish to silence your continued bashing? The timing of your Westsail 32 critique in the October issue and the bias of the first half of the article appears amazingly like sour grapes to those of us who are admirers of a class act and have a little intimate knowledge of the boat — and its racing prowess.

The August issue of *Latitude* suitably recognized Dave King's successful return to defend his 1988 West Marine Pacific Cup victory. With a newly imposed PHRF handicap for the 1990 race further penalizing boats like the Westsail 32, Hans Christian, Crealock 37 and Peterson 44, Mr. King once again drove *Saraband* (with her additional 32 sec./mile penalty) to first in her class and third overall.

To pick some points from your review, I must say it is quite unimaginative of the author to — in a negative spirit — rehash ancient history regarding brochures, marketing techniques and the like, as today's Westsail 32 owners could care less about past history. What's important to them is their level of satisfaction with the boat and its accomplishments! You infer that the Westsail cannot go more than five knots to weather and certainly not top out at more than 7.5 knots. *Saraband* not only does 6.5 knots in bad weather (captured superbly for a 1988 poster), but she has done 12 knots on many occasions. Additionally, Mr. King's previously-owned Westsail 32, *Gamen*, came within a quarter knot of *Saraband*'s speeds.

Of greater importance in defense of the Westsail 32 as being not only an excellent cruiser, but also a proven racer, is the fact that

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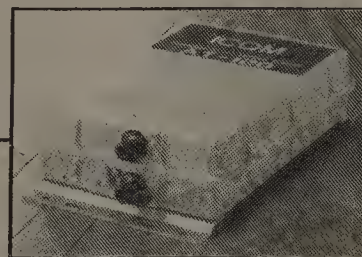
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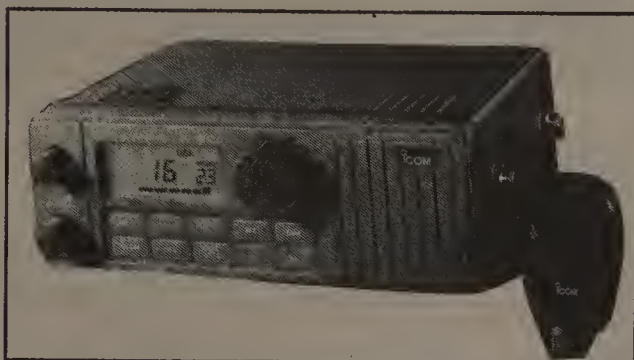
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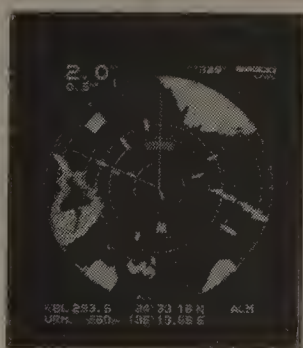


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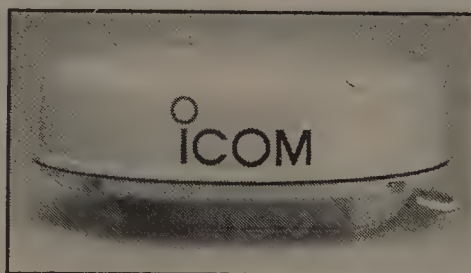
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LETTERS

Saraband was beaten by just two boat's in this year's Pacific Cup, a fully-crewed 1990 Hunter 35.5 (by one hour) and a Passport 40 (by 19 minutes). I challenge you to admit that after two weeks of racing, that this was nothing less than a *photo finish*! *Saraband* beat out an Ericson 35, Coronado 34, C&C 37, Cal 35 and a Pacific 40 — to name just a few.

I also take issue with your put-down of the original 830 Westsail 32 buyers, suggesting they provided endless hours of entertainment around yacht club bars. I might suggest that the article's author get out of that bar and ask Mr. King if he may crew on *Saraband* in the 1992 Pacific Cup!

I believe the Westsail 32 is deserving of respect and admiration, and suggest that *Latitude 38* should be proud to feature the positive attributes of the boat, namely that she is both comfortable and talented, both cruiser and racer.

Janet Mack
Modesto

Janet — Sorry you didn't like the article, but we thought it was a balanced, informative and highly entertaining.

The only point we disagree with is "Boat for boat, a stock Westsail 32 is not going to beat any 40-foot racer/cruiser we know of (or most 30-footers, for that matter) on any point of sail". While we wouldn't pick a Westsail in a Bay race or one with much weather work, it seems to us that our friend David King has twice demonstrated that a well-sailed Westsail 32 certainly can beat typical racer/cruisers when reaching or off the wind. There's no way to argue his boat-for-boat results in this year's Pacific Cup: beat an Ericson 35 by 13 hours, beat a Coronado 34 by 35 hours, beat a Yamaha 29 by 39 hours and a Hans Christian 41 by 43 hours. When we wrote we were looking to charter a Westsail 32 for next year's Catalina Race, we were serious!

*But who gives a hoot what we think. Let's see what *Saraband's* David King, who certainly is the world's authority on ocean-racing Westsails, has to say:*

⚡SMALL ERROR COULD MISLEAD THE READERSHIP

The enclosed photo poster [of *Saraband* racing out beneath the Golden Gate] shows a Westsail doing 6½ knots to weather. A few days after the photo was taken, the wind came from far enough aft to bump the speed to 12 knots. This, admittedly, is not a speed normally attained by such a boat, but nonetheless a speed witnessed at least nine times on this boat.

I've hit 11 knots on Westsails at least 100 times with no less than 10 different crewmembers. The best 24-hour run I've had has been 187 miles, a 7.79 average. The second best was 185 miles, recorded in 1985 by a stock as stone Westsail 32 with blisters and a maximum headsail of 135%. It was also sitting a bit low in the water because she was in full cruising mode.

I only mention these things for one reason. I honestly feel that the October issue of *Latitude* contained a small error that could mislead the readership as to the true sailing ability of the Westsail 32. I am aware of what most people think of the boat's performance and I believe I know why. However, after sailing five different Westsail 32s, my experience contradicts that of its image.

If a Westsail 32 encounters a typical 32-foot racer/cruiser that is unladen, she stands a good chance of losing a race. If the racer/cruiser is loaded for long distance cruising, the Westsail will most likely beat her. If the Westsail is prepared for racing — a very rare occurrence — and encounters any 32-foot racer/cruiser, she stands an equal chance of winning a race. Period. Want to twist the knife? Under most conditions encountered on a long distance journey, the equally prepared and sailed 32s would find the Westsail beating the racer/cruiser 32.

What is usually observed, however, is the Apple/Orange problem. A Westsail 32 is a full cruising boat. Its performance should not be compared to a racer/cruiser that is not playing the same game. My

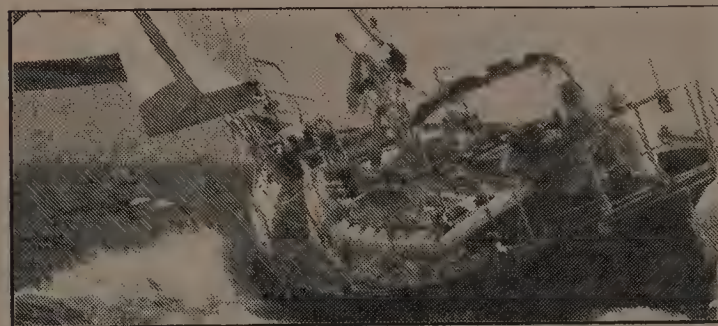
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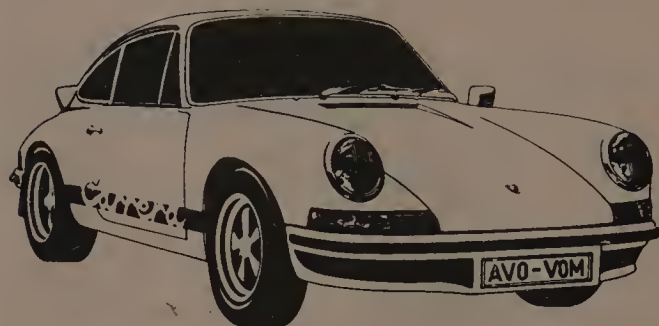
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LETTERS

observation is that the racer/cruiser, when loaded for cruising and in the ocean, makes a very poor showing for herself compared to a racing sistership.

There is an understandable, though lengthy, explanation as to how a boat like a Westsail 32 can realize so much of her potential. Perhaps Max Ebb and Lee Helm could help the readership out sometime soon as I'm fairly certain that most people have heard enough from me.

As regards to the rest of the article, I felt it was accurate, beneficial and timely. Thanks for printing it.

David King
Portland, Oregon

Westsail Owners — If you want a copy of the poster David mentioned at the beginning of his letter, 800 more are left at \$9 each (or as low as \$5 in quantity) from Box 17644, Portland 97217. It's a genuinely terrific aerial photograph of Saraband taken by Helen Helsley that every Westsail 32 owner will want, if only for the title: Saraband, Westsail 32, 1988 Pacific Cup Winner.

⇅THE HALON PHASE OUT

You had an article in the October *Sightings* that discussed the phase-out of Halon extinguishants. As background information, there are several types of Halons used in fire and explosion suppression. The two most common types are Halon 1301 and Halon 1211. Halon 1301 is primarily used for large, occupied rooms such as computer rooms, telephone switching stations, broadcast stations, and so forth. Halon 1211, on the other hand, is primarily used in portable or fixed (as in the case of boats) extinguishers.

Halon extinguishing agents have been used for 40 years because they extinguish fires on immediate contact, leave no residue, are non-corrosive and exhibit very low toxicity. An additional advantage in small and medium sized vessels is the weight savings they offer over CO2 or dry chemical extinguishers.

As to the phase-out, when the Montreal Protocol was established, the signatories recognized the social benefits of Halons and were very generous in the treatment of this product because there is no acceptable substitute. It was decided that Halon fire extinguishing agents would not be banned until a substitute was discovered which had the advantages of Halons. Instead of an outright ban, production levels in 1992 would be held to 1986 levels, and the phase-out would begin in the year 2000.

This week the Great Lakes Chemical Company announced that the EPA has approved their new agent, called FM-1000, as a substitute for Halon 1211. This new product has all the desired properties of Halon 1211 and should be commercially available by the middle of next year.

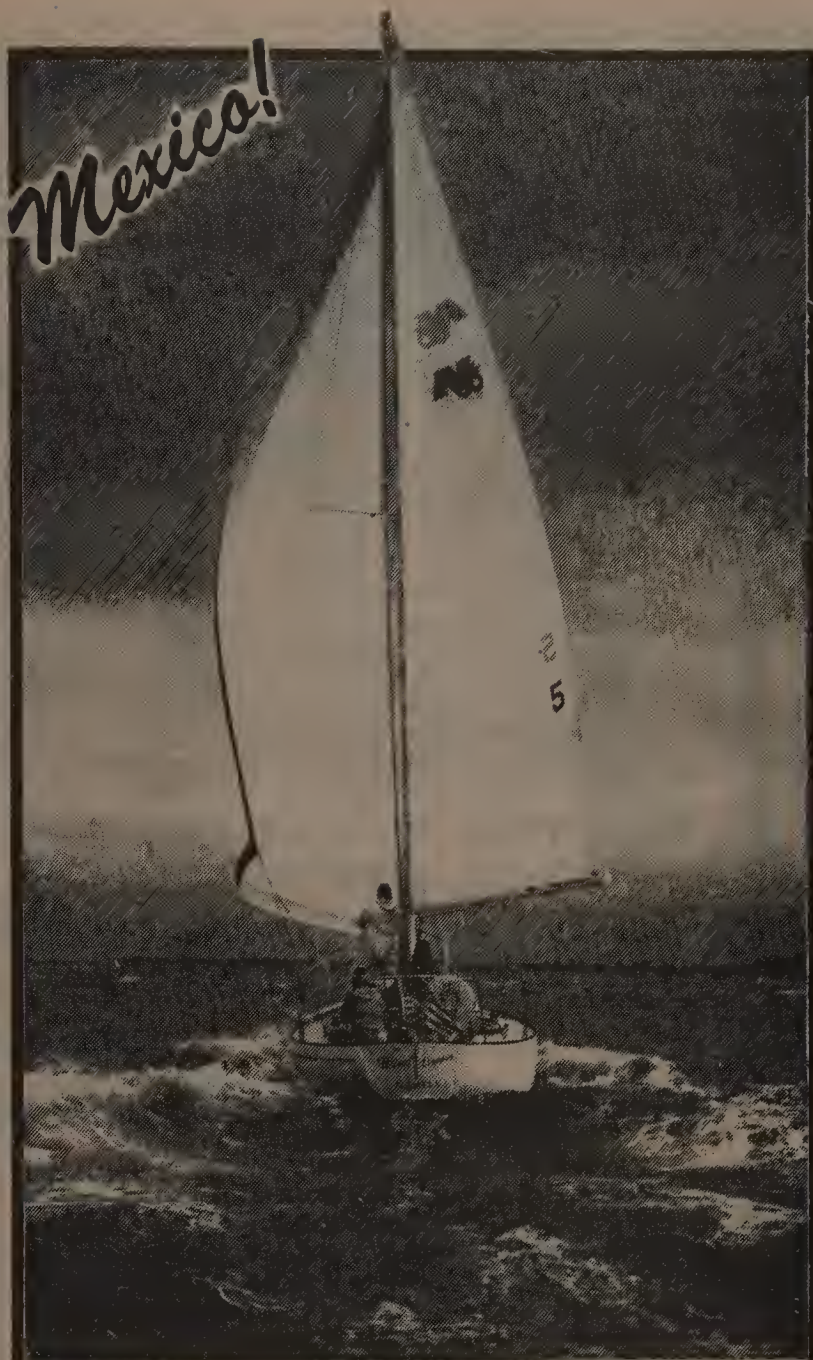
Meantime, mariners need not be hasty in replacing their Halon extinguishers unless they plan to hold on to their boats past 1999. Once substitutes have been approved, they will only be required on new systems or when recharging the old systems.

Charles A. Sabah
Ericson 32 Fire Eater

Charles — We appreciate your clarifications about the phase-out and would appreciate any further updates. As anybody who has investigated boat fires knows, there hasn't been anything that comes close to Halon. We'd gladly trade, for example, freon-filled air-conditioning systems that came on our cars — and have never been used — in return for the use of the Halon extinguishers until products like FM-1000 are available.

⇅HALON AND THE 'BIG GREEN INITIATIVE'

Remediation of the tentatively verified global warming effect attributed to chlorofluorocarbons (now jeopardizes the existence of Halon chemicals and Halon-based fire extinguishing systems.



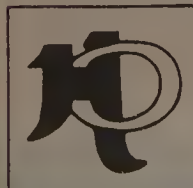
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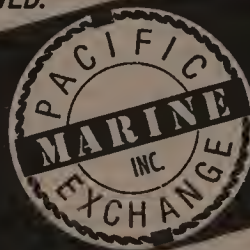
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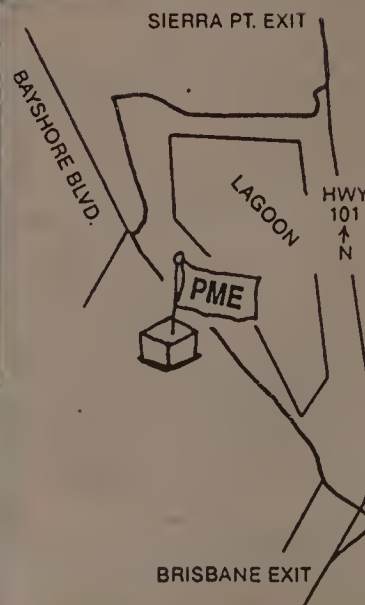
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LETTERS

The California Environmental Protection Act of 1990, more commonly known as Proposition 128, the Big Green Initiative, and the Hayden Initiative, will be on the ballot this November. If approved, the measure will prohibit, no later than January of 1993, the manufacture, sale or use of any container which contains less than 15 pounds of any Group 1 (Halon) chemical, excluding specific pharmaceutical and fire extinguishing applications.

No later than December 31, 1996 the manufacture, sale and use of any Group 1 chemical or product containing, assembled or manufactured with any Group 1 chemical will be prohibited.

Regardless of the outcome of the November Big Green initiative, in the fall of this year the EPA will propose regulations to enforce and in 1991 implement recommendations of the Montreal Protocol to phase-out Group 1 chemicals by the year 2000.

Jim Pinkowski
Impulse
Cameron Park

Jim — Thank you, too, for you input. Let's just hope that FM-1000 receives quick and complete approval so we mariners can continue doing our part to protect the environment.

CLARIFYING GPS CAPABILITY

A long-time subscriber and occasional letter writer to *Latitude 38*, I thoroughly enjoy your rag — typos and all. I would, however, like to clarify a point you made in the September issue's *Mexico Primer*.

When writing about navigation and GPS systems, specifically the Magellan hand-held unit, you mentioned that "if you want a GPS that automatically calculates VMG and other helpful navigation information, you have to move up to Trimble's slightly more expensive portable unit".

This is incorrect. I used a Magellan very successfully to navigate through the Gate this August when we had less than 50 feet of visibility because of dense fog. I was delivering my new (old) steel ketch to Hawaii, and our iron compass was highly suspect, the knot/logmeter wasn't working, and I couldn't spot the towers with the old radar.

By setting up waypoints and using the continuous mode of the Magellan, I was able to see at a glance my VOA, the magnetic course made good, and my distance left or right of the desired track. With this information I was able to relay course corrections to my helmsman to stay on track, regardless of currents or eddies. Another thing; in the continuous mode you get updated information every 5 to 15 seconds, not just "twice a minute" as stated.

The continuous operation does wear down a set of AA batteries quite quickly though, and if you're planning on using this feature, you should consider upgrading your unit by buying the 12-volt interface and remote antenna. It costs an additional \$800.

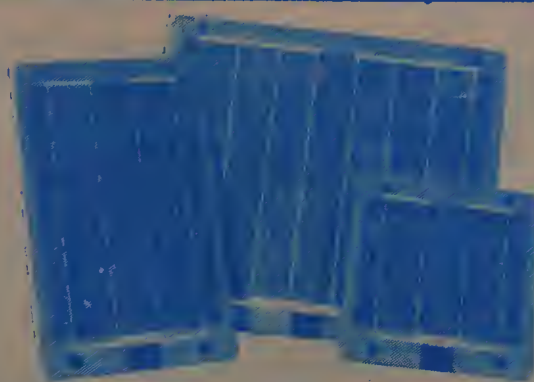
The yacht we purchased is the old *Seahorse II*, now the *Hawaiki*. She was designed by Myron Spaulding as a Spaulding 48 and built of quarter-inch steel by her original owner and builder, Kerr Robinson of Sebastopol. Robinson sailed her to the Marquesas, Tahiti, Hawaii and back, then chartered her in the Bay for a number of years. She was well-known around Sausalito.

We had a very pleasant 16-day passage to Hawaii and are getting the boat ready for more extensive cruising throughout the Pacific and who knows where else. The Magellan hand-held is one of the most useful pieces of navigational gear that I have ever acquired, and I have been bluewater cruising for the past 20 years and am a 26-year captain for Hawaiian Airlines.

J.R. Williams
Antioch

J.R. — We goofed and you're absolutely correct.

By the way, Magellan has replaced their original hand-held unit with the new 1000 Plus. While it looks identical to the old unit, it



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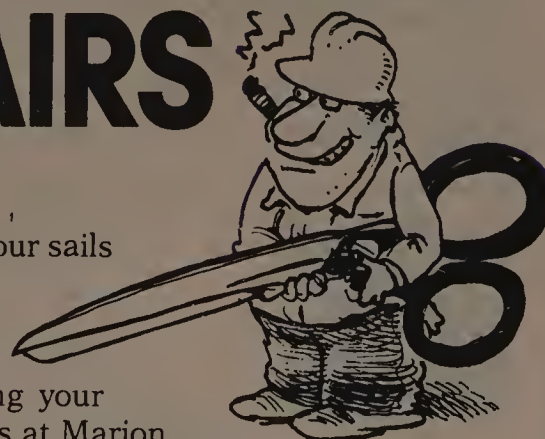
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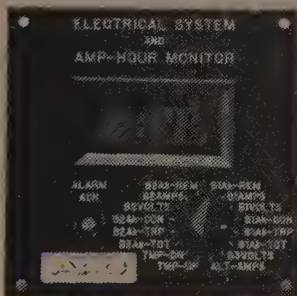


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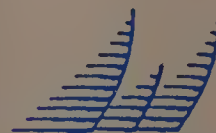
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LETTERS

makes better use of its four lines of display information and is much faster, giving updates every two seconds. It lists for the same price as the original unit, but the 12 volt 'saddle' — which keeps users from having to change batteries all the time — has plummeted in price from \$795 to just \$295.

With GPS the clear navigation device of choice for the future, mariners can expect more GPS brands — and hopefully lower prices — to appear on the scene in the near future.

WHAT LUCK!

Before I took off cruising it was late nights and Letterman. Now I turn in early and rise earlier. Yesterday at 0545 I was making coffee when I heard a whisper from the dock: "I see you're from Northern California; would you like a Latitude?"

What luck! What a great gift it is to receive a current issue this far away from home. How about a t-shirt for John Dresslar of Sausalito?

In the issue I got, you mentioned some inexpensive cruising boats. For Mexico and beyond, I'm surprised you overlooked the Chuck Burns-designed Bodega/Farallon/Golden Gate 30. There always seems to be one in the Singlehanded TransPac and a couple of Mexico/South Pacific veterans in the *Classy Classifieds* for about \$20,000. A couple of years ago Jack Ronalter sailed his from Sausalito to Stamford, Connecticut — a circumnavigation minus 1-80.

As you might be able to guess, my Kiana is just such a design.

Bob Rowland
Kiana, Golden Gate 30
Royal Suva YC, Suva, Fiji

Bob — You're right, that's one of many other designs we should have included. By the way, you might be interested in the news of another Bob; Robert Heseler, a snow plow operator at Mt. Rainier Park. He writes:

"One of the last Golden Gate 30s, Honest Bob, met saltwater for the first time on September 18 in Tacoma. I spent my spare time since 1986 finishing her, during which time my front room was full of boat parts and household chores were forgotten. I'm happy to report she floats, although a little low on the waterline. I plan to cruise Alaska before heading south."

Bob identifies himself as "the guy who was really cheap at the marine swap meets in Alameda".

As for John Dresslar, we sure appreciate his efforts to distribute Latitude to distant waters. The same goes for Past Commodore of the Vallejo YC, Bob Carden, who delivered a couple of issues to the Media Tent at the Southampton International Boat Show at England's Mayflower Park.

NO, I DON'T WANT TO GO

Your August article on Guam brought back Navy memories. I've thought about flying back, but then I remember the reefs 500 yards from a sand beach, the sea slugs, the razor-sharp coral, sharks "this big!" everywhere, the hot and muggy nights, and the rain one minute and the dust the next. After remembering, I say, "No, I don't want to go back to Guam."

The article made Guam sound like heaven. Have they really found a way to keep that green mold from growing on everything?

George Schneider
Westwood YC

George — Everything has a context. If you're used to a middle-class Northern California lifestyle with a couple of resort vacations a year in Hawaii, Guam isn't going to seem like nirvana. But if you've been adventuring through Micronesia for six months on a small boat, during which time you've gone without many favorite foods and the conveniences of modern life, Guam can be a very attractive destination.

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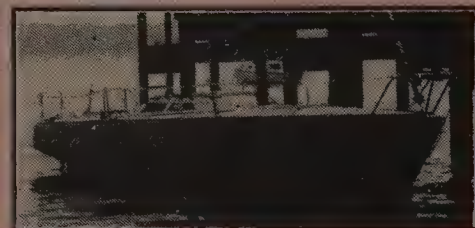
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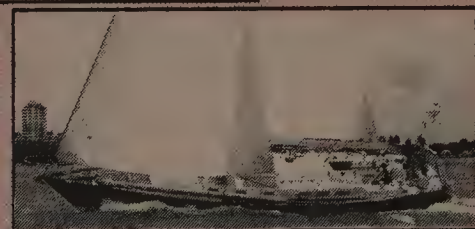


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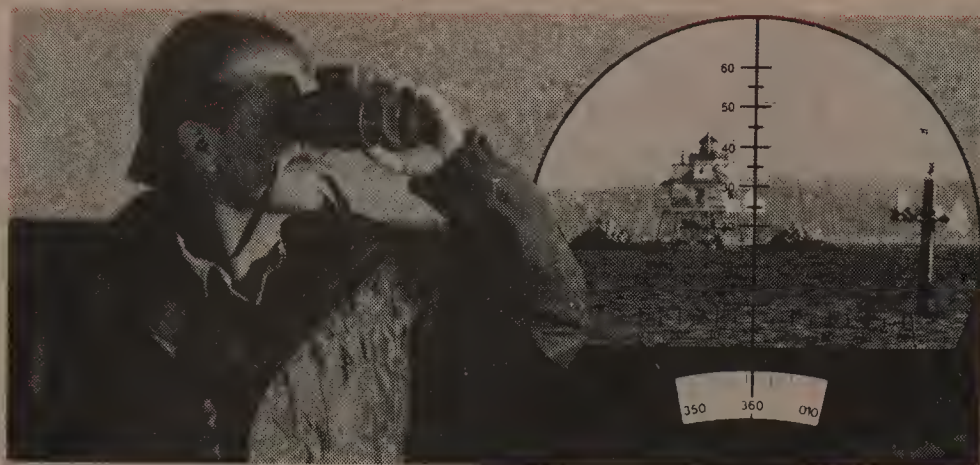
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LETTERS

As for green mold, the solution is the same everywhere; frequent wipedowns with vinegar.

BACK TO DOING WHAT THEY DO BEST

I am the owner of *Peregrine*, a 42-foot sailboat I live aboard in Redwood City while preparing for an extended cruise. I have been very supportive of the Coast Guard, but never more so than on the evening of August 24.

At sunset I was alone, motoring north from Redwood City into 20 knots of winds and steep waves created by the ebb. I hadn't reached the San Mateo Bridge when I noticed that my boat had taken on so much water that it was above the floor boards. I closed the thru-hulls and moved to shallow water. But with the situation continuing to get worse, I radioed the Coast Guard for assistance. They immediately dispatched a boat from Yerba Buena. The officer on the radio was very helpful in getting me through the 40 minutes until the patrol boat arrived.

Since it was dark and my boat's electrical system was inoperative, it was difficult for the patrol boat to locate me. By the time they did, the rails of my boat were awash and she would have sunk within five minutes. The Coast Guard folks, already in their wetsuits, escorted me off my boat, then got to work with pumps to save my boat. After pumping for awhile they located the source of the leak and plugged it. They then towed me back to Redwood City where I could get further assistance. After conducting an official boarding inspection, they gave me a copy of the boarding sheet, shook my hand and left.

Those aboard Coast Guard boat 41404 were Coxswain BM1 Vance Vaught; Boarding Officer BM3 Rick Deegan; Engineer MK2 Jeff Rose; and, Crewman SN Joe Vincent. In a very professional manner these young men took command of a situation where I could have lost everything. They put all their resources to the problem, and amidst the wind, waves and darkness, there was never a hint of confusion. Each knew the equipment they were using and what the others were doing. One even took the time to make sure that my pet bird and I were comfortable aboard the Coast Guard vessel. Truly commendable.

I have seen first-hand the waste that exists in the government and have read *ad nauseam* about the various scandals that have cost the taxpayer many billions of dollars. I also see where the government has cut back on such vital services as offered by the Coast Guard. When we have a critical need filled so well by such Coast Guard personnel, it's almost incomprehensible to think that cutting back on the Coast Guard's budget would represent any sort of savings.

Based on my experience, the Coast Guard is a stellar outfit that gives the taxpayers a lot for their dollar. My thanks to them and Vance, Rick, Jeff and Joe.

Jean Nicca, Jr.
Back aboard *Peregrine*
Redwood City

Jean — Back in the late '70s and early '80s we had a lot of reports about the Coast Guard such as yours. Since then, we've mostly heard complaints about phoney safety inspections. We hope your letter marks the return of the Coast Guard as 'good guys' again. Unfortunately, this is unlikely as it's the Department of Transportation that gives the Coasties their marching orders.

One question: what was the source of the leak?

A CRUISING NEW FRIENDSHIP WAS BORN

The fame of *Latitude 38* had spread to Turkey via Germany.

Shortly after settling in at Kemer Marina in Turkey following an arduous passage from Thailand, across the Indian Ocean and up the Red Sea, there was a knock on *Mariah's* hull. Klaus, a German circumnavigator, introduced himself and said:

"I see you are flying the Stars and Stripes. Do you have any *Latitude 38s* onboard?"



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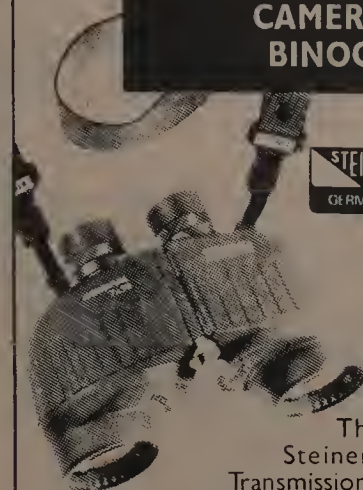
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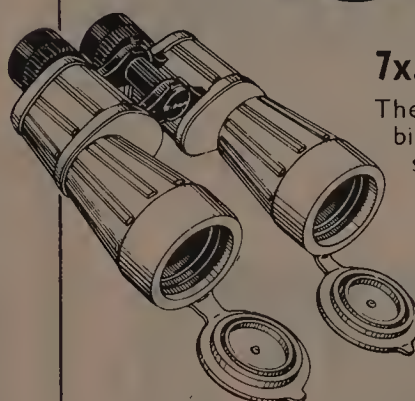
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7x50 IF RC Seaside

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LETTERS

"I have four," I replied. "You are welcome to borrow them, but they are as precious as up-to-date charts and I want them returned."

"Agreed," he said, and a new cruising friendship was born.

P.S. Give me regards to Lee Helm; she is welcome onboard anytime, anyplace.

P.P.S. I need two hard-nosed sailors, preferably a couple, as crew for the '91 Med cruising season (May - October). I'll be doing the Aegean Sea, Black Sea to Odessa, U.S.S.R., then return through Aegean, Corinth Canal and Ionian Sea to Italy. I can be reached c/o 20 Sunnyside Ave, A-188, Mill Valley, CA 94941.

Tom Keigwin
Port Sonoma YC

Tom — Thanks for the kind words, they really buoy the staff's spirits during the long hard grind of deadlines. Next time you write, we'd love to see a photograph or two as well as know what kind of boat you're sailing.

Readers — Tom also included a number of comments for those thinking of chartering in the Eastern Med; those remarks can be found in this month's World of Chartering section.

⇅BFD

After reading your comment that Avila Beach and Port San Luis aren't exactly garden spots of the California coast, we wholeheartedly agree with your advice. Being liveaboards here, we'd just as soon people like you pass us by and head for Santa Barbara.

Mike & Connie Bewley
BFD
Port San Luis

Mike & Connie — It was temporary insanity, we swear. We take it all back.

⇅CLASS A-1 BELLY-BUSTER

You folks have just done the impossible: gotten me to sit down and write a note to the editor. Over the years this has been something that I've wanted to do many times but never found the time — or for that matter wanted to take the time.

However, your last issue (September 1990) was a Class A-1 belly-buster in tickling my funny-bone. I'm referring to the letter on page 41 titled *Wildlife Patrol* and the piece in *Changes* on page 170 from Sally Andrew aboard *FellowShip*.

It's hard to believe that both of these accounts were unsolicited and not a product of 'literary license'. If they were a coincidence, it certainly was a timely one. However if this was a planned attack on those of us who read *Latitude 38* from cover to cover, in this reader's mind it was a rousing success. I'm sure that there must be others out there in *Latitude* land laying on the cabin sole over a rib-tickler like this one.

"Ya made my day, Pilgrim." Thanks.

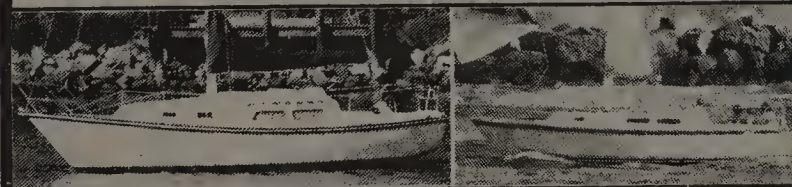
Jack Chalais
Aeri'el
Richmond Bay Marina

Jack — We'd never written anything before we started this magazine, so we had to search for style to imitate. We found it when we came across the newspaper work Mark Twain did in his earliest days in San Francisco. When Twain couldn't find any news, he shamelessly made up the most hilarious stuff you can imagine.

Now we don't just go and make things up, because the whole credibility of the enterprise would go right down the tubes. But from time to time an irresistible opportunity presents itself and we can't help but renew our literary license. Such was the case when Sally Andrew wrote that she knew the Coast Guard had nothing better to do all day then use their high-powered binoculars to look for naked ladies, such as herself, showering on deck. Unable to resist playing to

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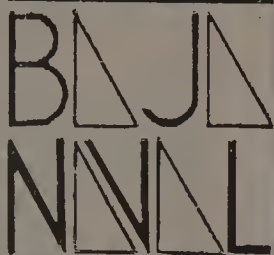
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LETTERS

her mild paranoia, we created the letter purported to have been written by the Coasties. It was kind of an April Fool's joke in October. If anybody's upset about it, they can have a cow, man!

We're not sure how many readers caught the 'plant', but we know one of our advertising guys did. A couple of days after the issue came out he came running downstairs with the magazine opened to pages 41 and 170, shouting "Did you see this? Did you see this?" It's ironic that he would fall for it hook, line and sinker, seeing as just a month before he had very cleverly planted some spurious evidence that so thoroughly convinced the other two-thirds of the advertising department that he'd won the California lottery, that they ran down to the 7/11, screaming like lunatics, telling everyone he'd won millions. (And helped our schools, too).

↓↑ALL THE WAY THROUGH THE HULL

In the October issue both Mr. Story and you wondered if any vessel had actually been completely damaged by osmotic hull blisters. As you point out, 'experts' such as surveyors should be able to answer the question thoroughly. While I don't profess expertise, the enclosed photos answer the question to my satisfaction.

While our boat was hauled out to have a blistered bottom repaired, I walked around the boatyard examining the condition of other hulls receiving treatment for the same condition. I took photographs during the tour, an exercise that convinced me that blistering is the first visible symptom in the normal progression from a minor cosmetic defect all the way to structural failure.

The first photo shows some widely separated blisters on a hull where the owner was following the epoxy manufacturer's instructions to "excise to solid laminate". The repair of individual blisters in this manner takes care of the visible local problems, but the problem of when new blisters will appear in previously unaffected areas would bother me. I would imagine that such individual blisters could be repaired as they occur, however, for many years.

The second photo shows that the quest for "solid laminate" led this worker's grinder pretty deep. Too deep, in fact. With a hole all the way through the hull, a fiberglass reinforced repair was now in order.

The third photo shows that blisters can fuse or run together, leaving the bottom with areas of delamination, necessitating patch repairs instead of spot repairs. There were voids between the outer chop and the first roving (about 2 - 4 square inches in size) all over this bottom. If there are a lot of patches to make, perhaps a couple of complete layers of glass *applied with epoxy resin* are in order.

All of the previous photos probably could be considered to show cosmetic damage only — except where the worker got too ardent with the grinder and went all the way through the hull — and probably don't compromise the strength of the hull appreciably. Yet could things get worse if repairs aren't made. My opinion is yes, based on the fourth photo.

The fourth photo shows what could only be classed a serious defect in hull integrity. Delamination of the hull was extensive. The area shown is about 6-inches in diameter and there were several such areas on the boat. The glass *all the way through the hull* could easily be torn away from the bottom by hand. I'd bet that rapid accumulation of water in the bilges was what brought this boat to the yard. She must have nearly been sinking!

If I ever buy a new boat, I shall have the bottom epoxied before it ever gets wet! This is, I admit, a case of fixing what ain't broke. For boats already in the water, I suggest checking the bottom carefully at each haulout and trying to gauge the rate of progression of blisters — if any. I'd consult with the foreman of the yard and then decide on a course of action. Personally, I don't believe that boatyards are treating non-diseases just to pad their wallets when they suggest a bottom job.

George Daughters
Sunnyvale

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Weighing in at over 12 tons, the old Union Diesel will retire to the National Maritime Museum and will be replaced with a shiny new Detroit Diesel Engine, 1/4 the size and weight yet twice the horsepower. We will also caulk some of her seams and make the other necessary repairs to keep her in shape for her current occupation as scientific study vessel for the U.S. Geological Survey.

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LETTERS

George — Sorry we can't publish your photographs, they just don't show the subject matter well when transferred to black and white. Your non-expertise sounds pretty sagacious to us. By the way, what kind of boat had the delaminated hull?

NEITHER BOO-BOO DETRACTED FROM THE THRILL

I want to take advantage of your Letters section to thank all of those who helped Team Bonzi with our 1990 West Marine Pacific Cup effort. The list is very long so I hope everyone that contributed will accept our non-specific but heartfelt thanks. We were able to raise nearly \$750 and temporarily borrow most of the safety equipment necessary for the race. The generosity of our friends was quite overwhelming.

The race itself was almost anti-climactic, especially since we had so little wind. After all the work of getting the boat ready and doing all the fund-raising, it was a bit disappointing to have made such a poor showing. Dropping our only spinnaker pole overboard and taking a desperate flyer south in the hope of finding wind were our two major mistakes. Neither of the boo-boos, however, detracted from the thrill of taking a small ultralight across the ocean. Maybe next time there will be more surfing conditions!

The reception we received in Hawaii was wonderful as our hosts and fellow racers seemed to take special interest in the "crazy" guys who sailed the tiny Moore 24. There was also good-natured ribbing about what took us so long; our DNF time was 17 days and 1 hour. And yes, John and I are still friends!

Receiving the Magellan hand-held GPS as our prize for "DR-ing our way to Hawaii" helped ease the sting of last place.

Once again, thanks to everyone who helped.

Frank & John
Team Bonzi
Sausalito

DON'T LET AN IDIOTIC DICTATOR SPOIL YOUR GO AROUND

It wasn't clear to me from Dave Vickland's October letter why "Bard Thompson aka a customer/boatbuyer" thought he should keep his disposable income on hand at this time due to 'the situation'.

If it was because of a tenuous job situation, hustlers are never without jobs. If it was because he didn't think he could afford a boat, prices are unlikely to ever be lower. If it was because he wouldn't want to risk a passage through the Red Sea on a circumnavigation, he should know he doesn't have to leave the Pacific Ocean for safe, adventurous cruising.

If yacht broker Vickland will send me Thompson's address, I'll send Mr. Thompson — absolutely free of charge — my *Landfalls of Paradise — The Guide to Pacific Islands* to prove my point. We have only one chance to go around in life and we shouldn't let the temporary irrational actions of an idiotic dictator spoil it.

Earl R. Hinz
1750 Kalakaua Ave #3-762
Honolulu, Hawaii 96826

Earl — Sometimes we think that newspapers and television news are the worst inventions in history. Unless you purposely avoid them, three or four times a day you're inundated with news about distressing events over which you have no control. After a while, the whole world begins to look like shit and you get depressed.

That's the state we were in when we flew down to Antigua to begin getting Big O ready for the upcoming charter season. It's easier to find icebergs than newspapers in Antigua during the off season, so we were spared all the world's problems for a week. What a pleasure! Once you remove yourself from the wheel of grief for a couple of days, you begin to realize that you've lost perspective on the big picture.

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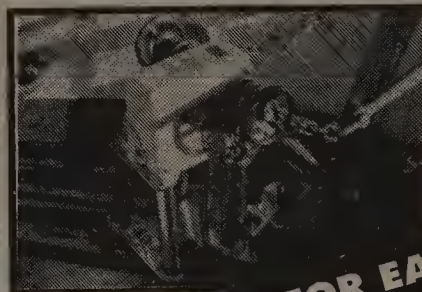
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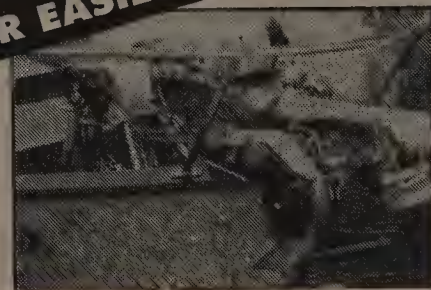


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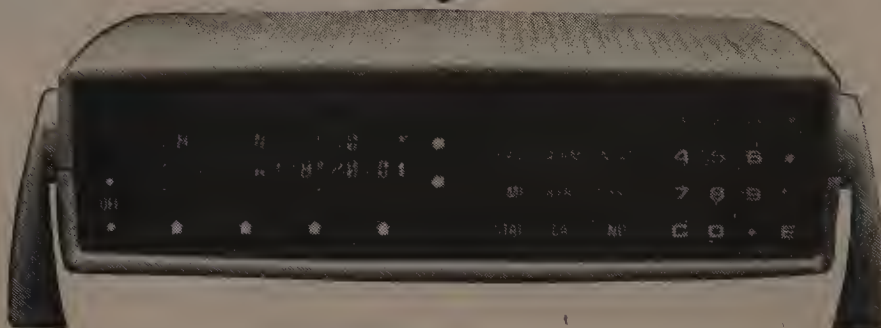
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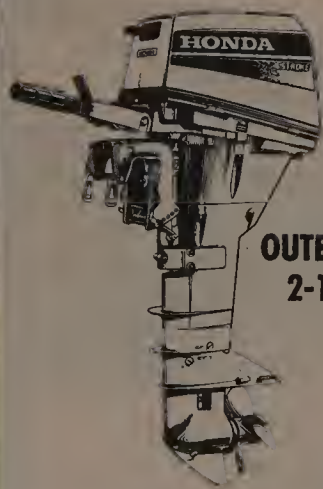
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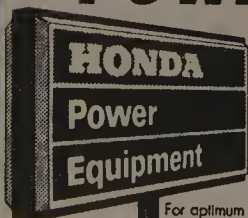
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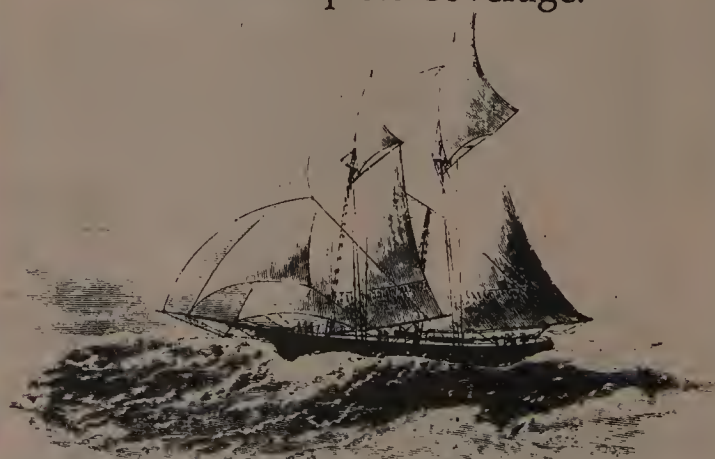
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LETTERS

A guy who charges \$170 for a 45-minute hour once told us the key to driving yourself crazy is working 16 hours a day than worrying the other eight hours. The secret to sanity, he claimed, was playing as hard and often as you worked. Sailing, to our way of thinking, is the perfect way to play so as to keep your mind off personal and international problems. In other words, don't worry, be happy, go sailing.

↓↑BEING GOOD GUYS AGAIN

Nine months ago I purchased an ICOM handheld VHF radio from West Marine in Santa Cruz. On August 31, only a week before I was to leave on a 2½-week cruise in the Gulf Islands of British Columbia, the unit mysteriously stopped working.

The unit was still under warranty, but there was not enough time to send the unit to ICOM for service. But I got satisfaction in just the 15 minutes it took me to drive to the West Marine store in Santa Cruz, as the staff simply replaced my defective radio for a brand new one off the shelf.

I like that attitude.

Jim Ritchey
Santa Cruz

↓↑'B ON B' A GREAT SUCCESS

As you can see by the accompanying newsletter, the Balboas on the Bay was a great success. In fact, the only disappointment was that neither you, your photographers nor the prizes you promised ever materialized.

I can understand that you may have had more important stories to cover . . . but those prizes! Is this just another example of the lack of journalistic integrity in the media today? Hmmm, I hope not.

The Balboas on the Bay wasn't the biggest bunch of boats you ever saw (six on Saturday, seven on Sunday), but there were enough boats, people and fun to have a great time. The BBQ on Friday was cold, but fun. Food appeared out of nowhere. People brought everything from cold baked beans and French bread to chips & salsa to chocolate chip cookies. In the dark of the evening it was sometimes hard to tell what you were eating, but it all tasted delicious!

The boats were on the edge of control on Saturday, but nobody had any problems. By the time we made the windward mark, we were having a great time. I judged the current well enough to forge into the lead and then wing-and-wing down into the channel again, holding off challenges by Dave Clark and John Bradley.

The top three finishers on Saturday were: 1. *Luna*, Paul Wagner and Joe Lewis of Napa; 2. *Beneau*, Fred Potthoff and Dave Clark of St. Helena; 3. *Squeegee*, John and Adrienne Bradley of Eureka.

Sunday's course led us out into the Carquinez Straits, where the wind died, leaving us all in the middle of the channel. The entire fleet was within 50 feet of each other and skippers spent more time talking to other boats than to their crew. A tanker heading straight at the fleet got everyone's attention, and in unison we yelled: "Change course, leave the bridge to port!"

As on Saturday the fleet all finished within 100 yards of the winner. The top three were:

1. *Squeegee*; 2. *Quest*, Kent and Pat Bruington of Sanger; and 3. *Luna*, with Roy Pearson as crew. The locals forfeited in case of a tie, so *Squeegee* took first place overall, *Luna* second and *Quest* third.

Many thanks to the Vallejo Marina and the Vallejo YC who were very helpful with the various logistics of the event. Kent Bruington brought great Balboas on the Bay t-shirts — a few are still left at \$13 each. John Bradley did the spectacular decals; there are more left and you can get them by contacting him.

Dave Clark brought along some superb Deer Park wines for the BBQ and Joe Lewis provided champagne for all entrants. Paul Wagner brought prizes for everyone, including a jar of pickles for each boat, a bottle of wine and a certificate signed by Nunez de Balboa himself; it says so right on the certificate. Last but not least,

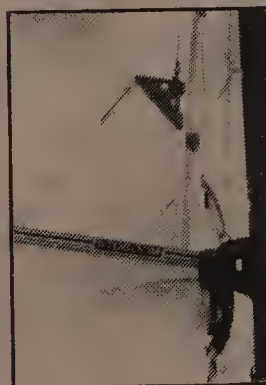
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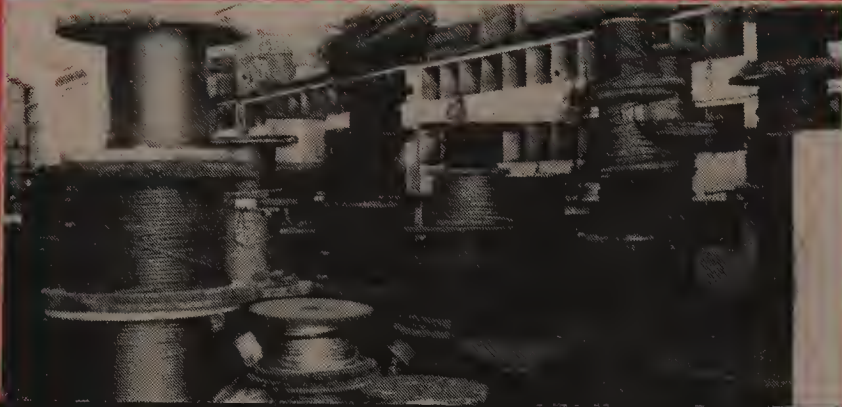
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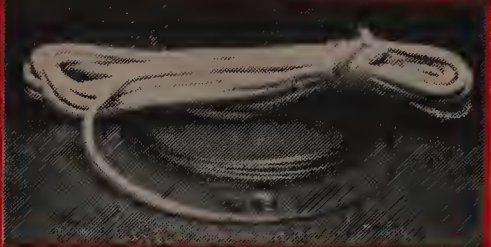
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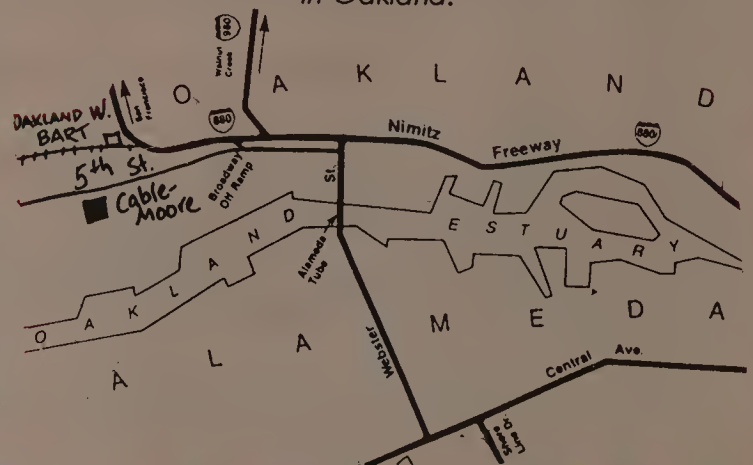


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LETTERS

the Crystal Geyser Water Company provided the beverage of choice on board the boats: their new Juice Squeeze Pink Lemonade, Ruby Grapefruit and Wild Berry.

At any rate, we had a great time, and thanks must go to for your help in printing my letters and publicizing the event. Plans are now underway for additional events in 1991; we're looking toward Whiskeytown, Eureka, Tahoe and Huntington Lake.

See you next year? We'll be there.

Paul Wagner
Napa

Paul — Maybe one of these days we'll learn not to make commitments to events until we're certain they won't be scheduled for our deadline weekend. The truth of the matter is that we did manage to tear ourselves away from our desk during that brutal period, and rushed up to Vallejo to try and get a couple of shots of the fleet. When we arrived, you guys were spread out in a long line along the in the strait and we couldn't get anything resembling a decent shot. After a brief visit with Hans Vielhauer in the Vallejo Marina, we took another look. Still no luck. By then we had to get back to the machines.

We apologize for not being able to live up to our promise and have sent seven Latitude shirts for you to hand out to each entrant.

FEELING AMBIVALENT AT CHINA CAMP

I was swinging at the hook off China Camp, my favorite anchorage in the Bay, reading the September issue of *Latitude* and letting the world pass me by after a tough week at work, when I came across the letter suggesting anchors were being kidnapped here.

I can't say for certain what caused the incidents described in the letter because I wasn't there at those times and don't have all the facts. However, based on my own experiences and incidents I have observed, I think I have the answer.

Due to the conflict that exists between the wind and the tide (both of which usually change strength and direction several times a day) at China Camp, many boats 'sail' around their anchor. The first time we anchored here our line wrapped around our keel, rudder and/or prop several times in the course of the weekend. When the line gets wrapped and the tide is running, it's no simple matter to clear it.

Over the years we've seen the same thing happen to many other boats. What usually happens is the line gets wrapped around the keel so the boat is perpendicular to the current. This heavy load often causes an anchor to drag across the mud bottom.

I am certain that if the anchor line become wrapped around the prop — which is not at all uncommon — and was not quickly cleared, it would make a fairly clean cut through the anchor line.

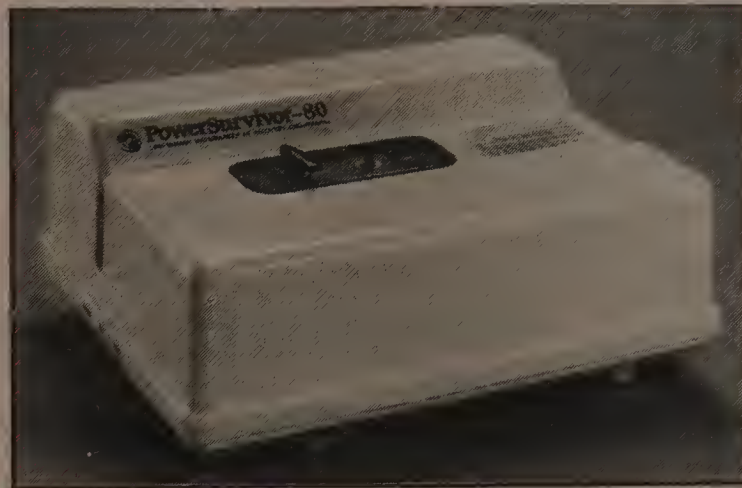
My solution to the problem is a device called the 'anchor rode rider'. There are several models on the market, all of which are devices that ride on top of the anchor line and to which a weight is attached. I use a small mushroom anchor for the weight. The original purpose of the rode rider was to lower the angle of pull on the anchor and thus reduce the amount of scope required. But this is not my objective in using the device at China Camp.

What I do is play out a length of line to the rode rider that is about equal to the distance of my bow roller from the bottom. When the boat sails around the anchor, and the anchor line goes slack, the weight on the rode rider causes the anchor line to hang straight down from my bow. Then, as the boat swings around in the wind and tide, it passes over the anchor line without getting it hung up on anything. Before I started using the rode rider, we could not anchor at China Camp without wrapping the anchor line. Since using the device, I have had no problems at all. I hope this solves the 'mystery' and helps others have trouble-free anchoring experiences at China Camp.

Jeff Huntington
Ambivalence
San Jose

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LETTERS

Jeff — Your's sounds like the best explanation we've heard.

↓↑THE ONLY MARINE FIREFIGHTING COURSE IN THE COUNTRY

Since you brought up the subject of marine firefighting schools, there's an excellent one run by Delgado Community College in New Orleans. We had to fight a dozen or more fires, some of them frighteningly serious ones. Probably the worst was a 20 x 30-foot compartment with the whole sole ablaze with diesel fuel. The access was through the overhead — where all the smoke and heat is concentrated. We had to somehow how drag the hose down the ladder before we could get at the base of the flames with the fog. Each student was required to meet this challenge — without breathing equipment — and descend the ladder, extinguish the fire and retreat safely. It was truly a scary experience, but also enormously satisfying. And yes, we had a young lady in our class who couldn't have weighed over 115 pounds. She called on her reserves of grit and saw the job through just like the rest of us.

Not supported by federal tax dollars, the Delgado course is about \$375 instead of the \$150 at Treasure Island. You don't need to be a licensed professional to take it. I sprang for the extra cost because, as far as I was able to discover, it was the only marine fire-fighting course in the country that does not require men to shave off their beards. The last time I shaved was in early August of 1968. I was living on a sailboat in Sausalito at the time and I got tired of having to get up and light a coal fire, no less, in the cast iron Shipmate to heat water for a shave. I wasn't about to let the Treasure Island fire-fighting school force me to shave for the first time in 22 years.

I wonder if anyone knows what became of my first boat? She was a 28-foot gaff sloop built in 1933 by De Vries-Lentsch, the Dutch yard that now builds Feadships (the Rolls-Royce of multi-million dollar mega-yachts). She was planked in teak on oak with copper rivets and her mast was on a tabernacle. I had her in Redwood City for a few years starting in 1963, but I don't have any idea how she came to this coast. I'd like to think that she is still around somewhere, making some salty and discerning sailor very happy. She certainly was a sweet little thing.

These days I'm running a fancy private twin screw yacht for a living. I'd much rather be under sail again, but power is where most of the steady work is these days.

Capt. Don Keeler
El Segundo

↓↑THANKS FOR THE PROMOTION

Greetings from paradise! And thanks for the flattering letters and all the kind press about *Jibes of Our Lives*, the Dandy radio show during this year's West Marine Pacific Cup.

True, our studio was a bit primitive — see photo — but what it lacked in technical equipment was more than made up for by the wit and imagination of the Dandy crew: Phil Craven, Scott Edwards, Dale Hoff, Chris Jordan, Dean Olson and Terrie Sullivan.

The folks at West Marine deserve a pat on the back for sponsoring a great event! And having done all three of the major Hawaii races — the TransPac, Vic/Maui and the Pacific Cup — I can unequivocally say the Pacific Cup is the fun race. *Jibes of Our Lives* just never would have made it on either of the other two races.

Oh, one more thing: thanks for the promotion from nurse to M.D. But please set the record straight: retired sailmaker turned writer.

Stef Clarke
Dandy, Baltic 51
Taiohae, Nuku Hiva, Marquesas

Stef — Whatever happened to your plans to do the Galapagos Race again?

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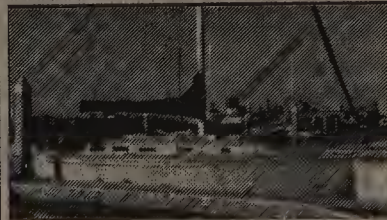
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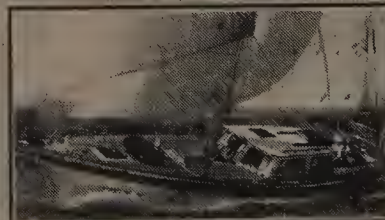
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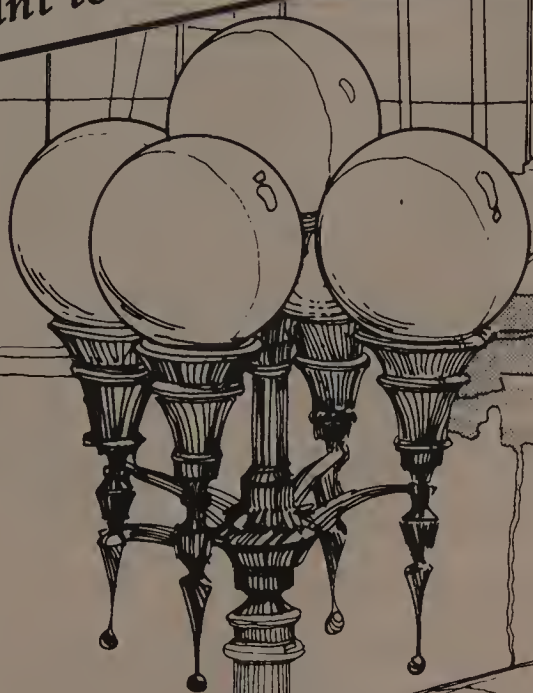
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LETTERS

⇓⇓BASIC LIFE SUPPORT AT SEA

In the October *Sightings* you devoted a great deal of space to "Marine Medicine 1990". In the introduction to that piece you stated that there appears to be "a shocking lack of substantive instruction" available to those seeking training in Emergency Medicine.

Are you aware that in the Bay Area there is a comprehensive First Aid course designed specifically for sailors? A course taught year round? Did you know that this course is presented by paramedics and other EMS professionals and has been taught for over a year? And that this class has been advertised in your publication?

The staff of Basic Life Support At Sea is not concerned that our course did not received any coverage in your renowned publication, but we are worried that your readers will not look upon Basic Life Support At Sea as an option in First Aid training. This is because the article in *Sightings* lead readers to believe that no options exist.

Our class is both unique and instructive and thus worthy of consideration by your readers.

P.S. If anyone is looking for instruction on "penguin encounters" or "dolphin medicine", we're sorry, but we cannot help.

Steven Phillips
Course Coordinator

Basic Life Support At Sea
Box 2942, Sausalito; (415) 572-7572

Steven — We apologize, but with an editorial staff of just three, it's impossible for us to remember all the resources available in Northern California — even those that advertise with us. We thank you for reminding us and hope to be able to review your course in the near future.

⇓⇓WHY THIS PENETRATION TOOK PLACE AT ALL

I'll bet you'll have to publish a special issue to handle all the opinions you got as a result of Tom Story's letter — and your reply — regarding hull blisters.

I don't consider myself to be an expert, but I did spent the better part of four months doing my own blister job on *Satori*, a 47-foot pilothouse cutter built in Taiwan. I did my own work as a result of a professional consultation that sounded so similar to your own that I would bet we consulted the same guy in the same yard. Among the many suggestions I received was that I do as much research into blisters as I could. I did, and devoured a small library of information, made lots of phone calls, consulted a laboratory that specialized in analyzing FRP laminates and asked a lot of questions of maintenance personnel in yards around the Bay Area.

I got a lot of information. More than a little of it was contradictory, but the contradictions were mainly over how to fix the blisters, not where they came from or what the relative concern level should be if they appear. Everyone agreed that they needed to be dealt with, the sooner the better. Admittedly those agreeing all had a vested interest in "dealing with" the problem, but that does not necessarily convict them of being self-serving by that agreement.

What I learned was that the real problem with concern over blisters was not the fact that water had penetrated through the gel-coat and into the laminate, but *why this penetration took place at all*. The causes are amazingly diverse and some causes are much more serious than others. Without a thorough analysis of the particular hull laminate to determine exactly why the blisters formed at all, any 'fix' is at best a shot in the dark, as is any decision not to do anything about them. I personally did not want to play Russian Roulette with a six-figure toy that I was — and remain — madly in love with.

I am personally aware of a blister infestation on a 1984 model sailboat built in Southern California that was bad enough to destroy its seaworthiness. This boat was docked in the Bay Area.

All indications I could find showed that all blister conditions get worse with time. That time could be long or short depending on the cause of the osmosis drawing in water. Any way you look at it, it's



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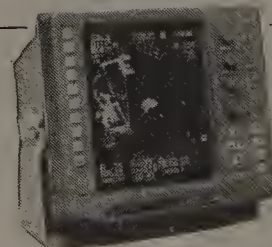
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LONGSHOT

Speed Assault 1990

October 12

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The former Americas Cup skipper was the pilot of a Greg Ketterman designed hydrofoil trimaran named *Longshot*, which was clocked at a speed of approximately 37.18 knots. The previous Class A record of 35.06 was concurrently broken.

"Travelling down the course at about 45 miles per hour is pure terror, but I'm absolutely thrilled to have beaten *Crossbow II's* milestone, and obtain the Class A record as well."

And We're thrilled to have been part of the effort.

* Pending notification by the W.S.S.R.C.



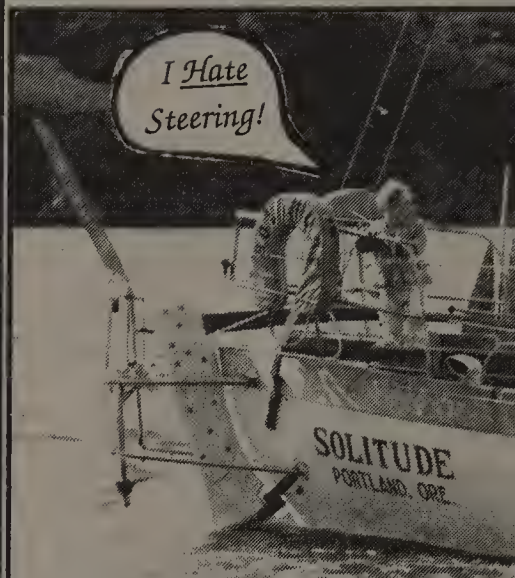
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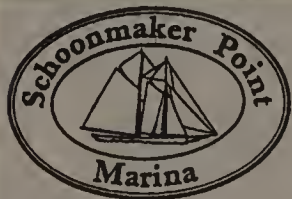
In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sister ship. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

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LETTERS

either 'pay me now or pay me later' when it comes to dealing with osmotic blisters. Simply writing them off as a "cosmetic problem" without doing some research into why they are there in the first place could be hazardous to your or someone else's health. I personally would not like to be offshore in a pounding sea wondering how my 'cosmetic problem' was holding up.

So how serious are blisters? So how lucky do you think you are?
Jules Gilpatrick
Satori
Alameda

Jules — While we have never received as many letters as we have this month, only a small number of them dealt with the osmosis problem. And still there seems to be disagreement as to the severity of blisters. See, for example, the following letter from marine surveyor Jack McKinnon.

While we can fully understand some owners taking 'the sooner the better' approach, we can also understand owners with heavily-overbuilt boats having a 'wait and see' attitude. After all, if your boat's hull has a 3/4-inch solid laminate and you've only got a couple of 1/16-inch deep blisters, why not wait around to see if better diagnostic and repair techniques aren't developed? After all, you don't get your tires changed every time a little tread is worn off.

And while we're not in the least bit disagreeing with you, what kind of boat was it you know had the terminal osmosis? And who was it who judged her to be so? We don't doubt you; we'd just like to have specifics so we can learn more about the problem.

↓↑PERSONALLY, I HAVE NOT SEEN ONE

I personally have not seen blisters which would render a vessel unseaworthy, except for the Uniflite / Valiant problem, which is quite specific and outside the scope of this note.

At one of several blister seminars I have attended, Meade Gougeon (of West System Epoxies) described two such cases:

1. An approximately 24-foot twin-keel boat that ran aground on an oyster bank in the Chesapeake (after several years without a haul) simply slumped around her keels as the tide went out. Towed back to a yard, the hull was dried and reinforced, both inside and out.

2. An approximately 45-foot sloop developed very slack rigging on a cruise from Florida to Palma de Mallorca. She managed to make port without major incident, but when the vessel was hauled it was determined that the laminate was so weakened as to leave little flexural strength. The vessel was rebuilt by skinning most of the laminate and then relaminating.

According to my recollections, the vessel had lived in the tropics for her entire 20-year life and reportedly had an epoxy barrier coat added to her exterior two years prior to the onset of the problem.

Scientists at both Florida Institute of Technology and the University of Rhode Island have been able to duplicate these types of failure in laboratory tests by using elevated temperatures, etc.

It's important for boatowners to look at the outside of their hulls every other year — at a minimum. If you find small blisters, monitor them to see if they grow.

It's also important to keep the bilges as dry as possible because moisture can enter from the interior of the laminate. This may have been a contributing factor to the problems with the 45-footer cited above.

Jack McKinnon
Accredited Marine Surveyor
San Lorenzo

↓↑DUCKS BITE BACK GOING TO WEATHER

Many thanks to you and the able journalist Gary Hausler for the October *Racing Sheet* spread on our not-so-successful 'Chesapeake Challenge'.

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LETTERS

But now for a quick update. Two weeks after those Catalina 27 Nationals in Annapolis, my wife and I raced our *Four Little Ducks* in the 30th Annual Hammond Memorial Race from Oxford to Poplar Island, Maryland. This was a 20-mile race, most of it upwind.

We and *Ducks* were completely at home in the 25 knot breeze and nasty chop. Since we were shorthanded, we didn't fly the chute on the downwind start — something that rapidly left us at the back of the pack. But once we began working upwind — with our San Francisco Bay sails — it was a different story. We passed boat after boat until there was just one left ahead of us. After a long battle with her, we pulled ahead to take the gun by a comfortable margin.

The Chesapeake folks were a little surprised and chagrined! It was a distinctly different feeling to show them that a boat from San Francisco really can race. Alas, we still miss the *real* Bay and all our friends back there.

Tom & Edy Walsh
Annapolis, Maryland

WINNING THE SEASON WAS NOT WITHOUT GRIEF

Here it is Wednesday night and I am opening my mail. The first envelope is from the YRA office and contains a sheet with a list of boats. The second envelope is also from the YRA and has the same list of boats — as well as a letter explaining what the list of boats is. The third letter is, yes, also from the YRA, advising me that I have won my fleet's season championship and inviting me to the award's dinner.

The receipt of these three YRA letters on the same day somehow typifies how the YRA has run this season's racing season. I am very proud and happy I won our division, but it has not been without a lot of grief from the YRA office.

The trouble all started when YRA entered my boat in the wrong division — a problem that only took three months to set straight. Then they failed to score us in one race. Finally, they waited until two days before the championship to notify us that we were to be participants.

It appears to me that the YRA is not the same old well-run, reliable organization it was when Kitty James used to be there. It's sad that we seem to be paying more and getting less.

My final disappointment was when I was asked my jacket size . . . because the season trophy is to be a bowling jacket! This *must* be a joke.

I keep reading how the YRA is losing boats and now I know some of the reasons why. I could write another two pages on IMS — which is an even bigger disappointment than the YRA.

My experience makes me wonder if it is worth the effort to try again next year. Just think, maybe I could have matching bowling jackets!

Peter Bennett
Destiny, C&C 38
Division H Season Champion

ALL HAD A GREAT TIME EXCEPT FOR THE CAT

I want to thank you, belatedly, for the time and effort you folks invested to make the 'Slugfest' happen. Everyone on *Charisma* had a great time — except for Alvin, my one-eyed cat — who lavished only the post-race activities. A true cruiser!

Although I wish *Charisma* had been first to cross the finish line, your warmth after the race made second place great. And *Latitude's* article has dampened all the ribbing I've taken at work.

I'm proud of my boat/home — as everyone should be of their choice of vessel. The 'Slugfest' gave me the opportunity to exhibit this pride. Thanks for an exciting and memorable day.

Leslie Stone
Alameda

Leslie — Not only was it great so see a woman out there driving

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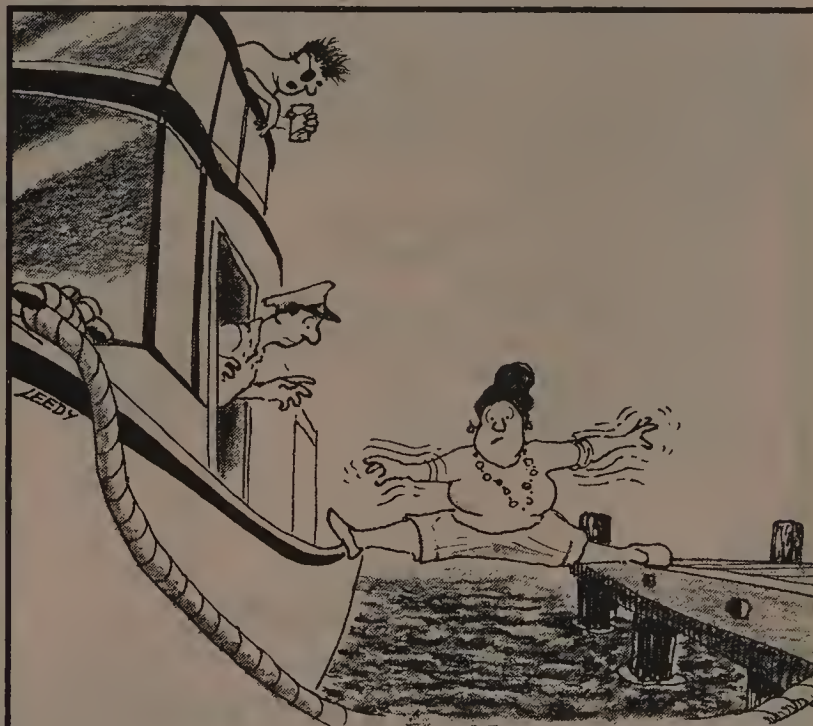
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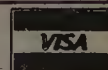
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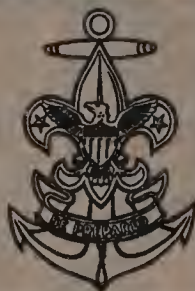
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LETTERS

her own cruising boat in a race, but driving her so well. Your participation was most agreeable.

As for next year's Slugfest, something tells us it's going to be between a Westsail 32 and an Ericson 35.

IT MAKES YOU WONDER

We've just read your September issue and see that you mention Club de Yates Palmira in La Paz for chartering in Baja. You credit Palmira with having a large variety of boats for charter. Until June of this year, one of those boats was our *La Picante*, so I am very familiar with that charter operation. When I was in La Paz last May, most of the boats in the charter fleet had left in frustration, were inoperative or were planning to leave. *La Picante* returned to San Diego in June.

Ricardo Perez, an owner of Marina Palmira, told me in July that they had shut down the charter operation. I see that they are still advertising in *Latitude* though, and wonder if they are still accepting money for supposed future charters.

We originally put our boat in charter with Paradise Charters in La Paz. Until the unfortunate demise of Paradise in the spring of 1989, the operation had worked fairly well. Paradise was forced out of business by the Mexican government and then Marina Palmira was suddenly able to get permits and take over the business. It makes you wonder.

We signed a new contract with Palmira in the fall of 1989 to leave *La Picante* in charter. Perez did not live up to any of his agreements in the contract. He still owes us over \$2,000 and owes another charter boat owner over \$5,000. The first week of August Ricardo called and promised to send the money he owes us. He also said that a new charter manager was taking over the Palmira operation. I have not heard from him since and have not received the promised payment.

Honesty and management ability seem sadly missing in an operation that had fantastic potential. I would suggest that anyone considering chartering in Baja think about The Moorings in Loreto.

Joe and Lannie Staniford
La Picante
Hayward

Joe and Lannie — To a small extent we're at fault. We visited Marina Palmira in September, during which time they chided us for saying — in both editorial and an ad — that they still did charters. Ricardo says their business is the marina and the condos, and that the chartering operation needs to be run by someone who has that expertise. They were then looking — and as of the middle of October were still looking — for someone to run such an operation out of their marina. "We're willing to give someone all the support we can," said Perez.

As for the matter of you being owed money, Ricardo Perez without hesitation said that you were indeed correct. He claimed that it had been a complicated account back-dating to the days of Paradise Charters, but that you should have been paid prior to our calling him. Ricardo readily gave us permission to publish his promise that he'd send money to you by the end of October.

We don't know what the problem is with charter operations out of La Paz, but they've all seemed to have had their troubles. Incidentally, it's wrong to suggest that Marina Palmira had anything to do with the ousting of Sam Knapp and Paradise Charters. Ricardo Perez badly wanted that charter operation to continue out of his marina; it was a competing La Paz charter operation that put the heat on Knapp through the Mexican government.

As for Paradise Charters, we're glad that you and a few others — both boatowners and charterers — seemed to have done all right by them, because they ended up really sticking it to a lot of other people and businesses — and not in the most innocent fashion, either.

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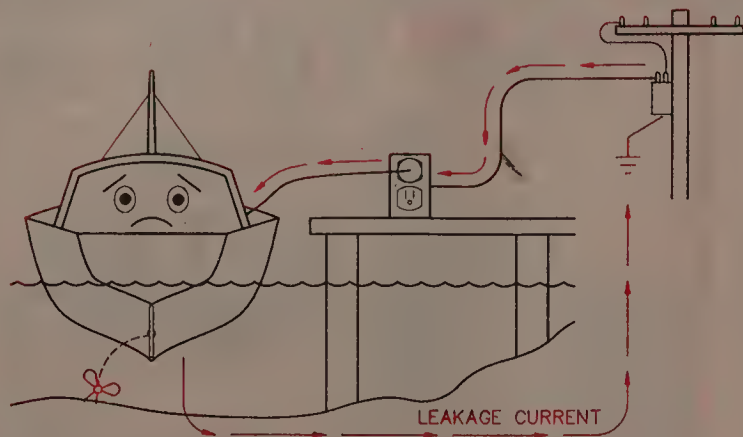
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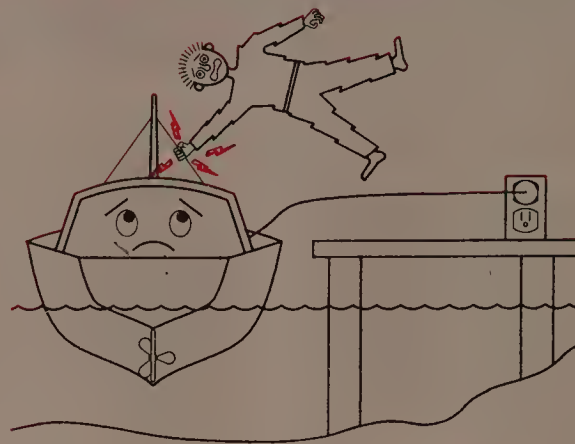


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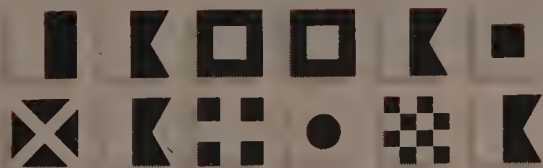


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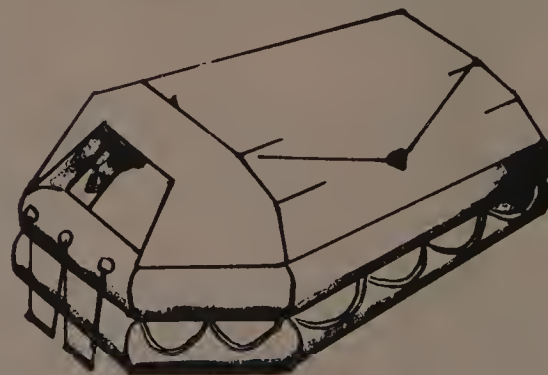
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LETTERS

⇅ A HUGE SUCCESS

Our Catalina Day 1990 was a huge success this year. Some 50 boats and 200 people took part in the weekend festivities, which included racing (about 30 boats), dinner and a party on Saturday night, October 13 at the Coyote Point Marina in San Mateo. Thanks to them all for a great time, and thanks also to West Marine Products, Leading Edge Sails and Proper Tighe Marine for their generous donations. See you all again next year!

Ed Hallett

⇅ WHATEVER YOU'VE GOT WILL DO

I was lucky enough to come across a September issue of *Latitude* while down here in New Zealand. It seems like just a short while ago that all the contributions to *Changes* were unknown to me, but I knew three of the ones in September very well!

On page 175 you mentioned that you were interested in ocean passages made by folks in smaller, less-costly yachts. I sailed from San Francisco in my 28'6" King Cruiser in July of 1988. While cruising in the South Pacific, I came across two flush-deck Cal 25s, one of which had crossed the Atlantic twice. Other small boats included a 26-ft Albin Vega out of Hamburg, Germany, and an exquisite H-28 ketch from Seattle. The smallest boat I've seen is a bilge-keel converted lifeboat with a sprit rig; it was sailed here from Holland by a Kiwi.

It was Bernard Moitessier, I believe, who said, "It costs as much as you've got!"

Neil Bisbee
Yacht Cygnus
Opua, New Zealand

Neil — We had a Cal 25 once; bought it for \$1950. We wouldn't have sailed Absquatulato across an ocean, however, which just goes to prove there are better men out there than we — or that those South Pacific Cal 25s have been beefed up a little.

⇅ BOATBUYING AT AGE 65

I hate you guys. Ever since I started receiving your magazine years ago, I spend lots of money. Yes, I bought another boat! She is not as large as the one I lost off Long Beach in the early '50s. The '50s — that kind of dates me, doesn't it? I'm 65 and my husband is 81.

I wanted a boat that could be kept at home on a trailer. And since my husband doesn't swim, we needed a boat that didn't sink. So we ended up with a MacGregor 25 that had neglected for three years and was not a pretty sight. But I could see through the grime and dirt that she could be restored. I made a 'ridiculous' offer, and it was accepted!

The restoration was fun. Spending the necessary money was not. She needed a new main; the halyards led to the cockpit; new cushions inside; a propane stove to replace the alcohol; a new battery with fuses in the right places; a solar panel; and a new gas tank. Fortunately, the Honda, Autohelm and VHF still worked fine. With 5'8" draft (board down), we also decided we'd need a depthsounder.

The only problem with all this is that we've run out of water up here in Northern California and southern Oregon. And with the price of gas skyrocketing, we are almost landlocked. Maybe we should move back down to the Bay Area.

I know Macs have been sailing on the Bay for years, but I don't hear much about them. Some say they are cheap boats. I say MacGregor buys materials at the right price and passes the savings on to the customer. We've found the boat is easy to rig and sails well. In shoal water, with the board up, she does need help. I was thinking of putting on a retractable skeg just forward of the rudder to ease the weather helm. Maybe some of your readers with Mac 25s might want to drop me a note.

Mrs. Terry Fuller
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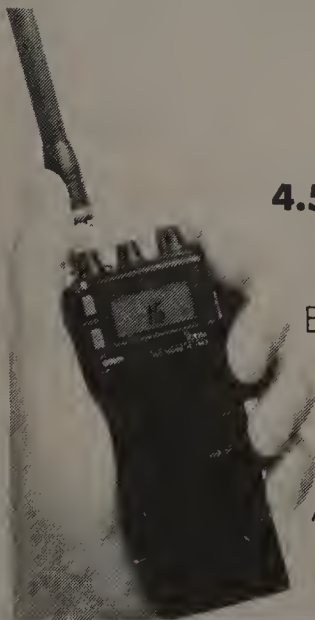
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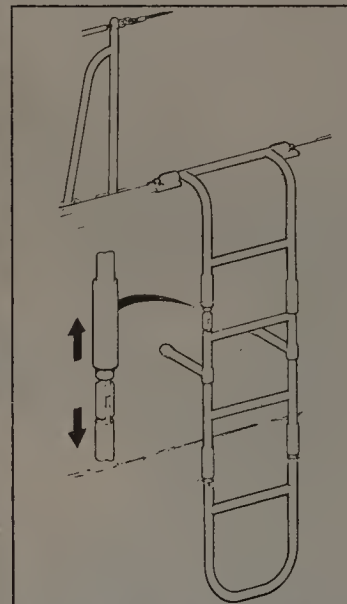
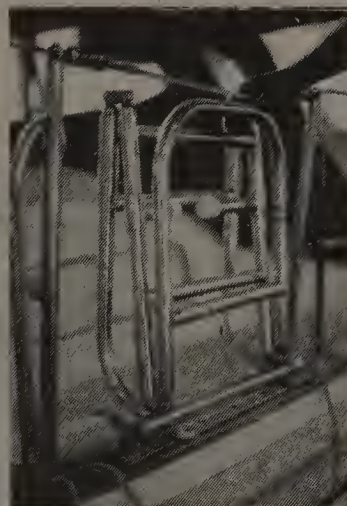
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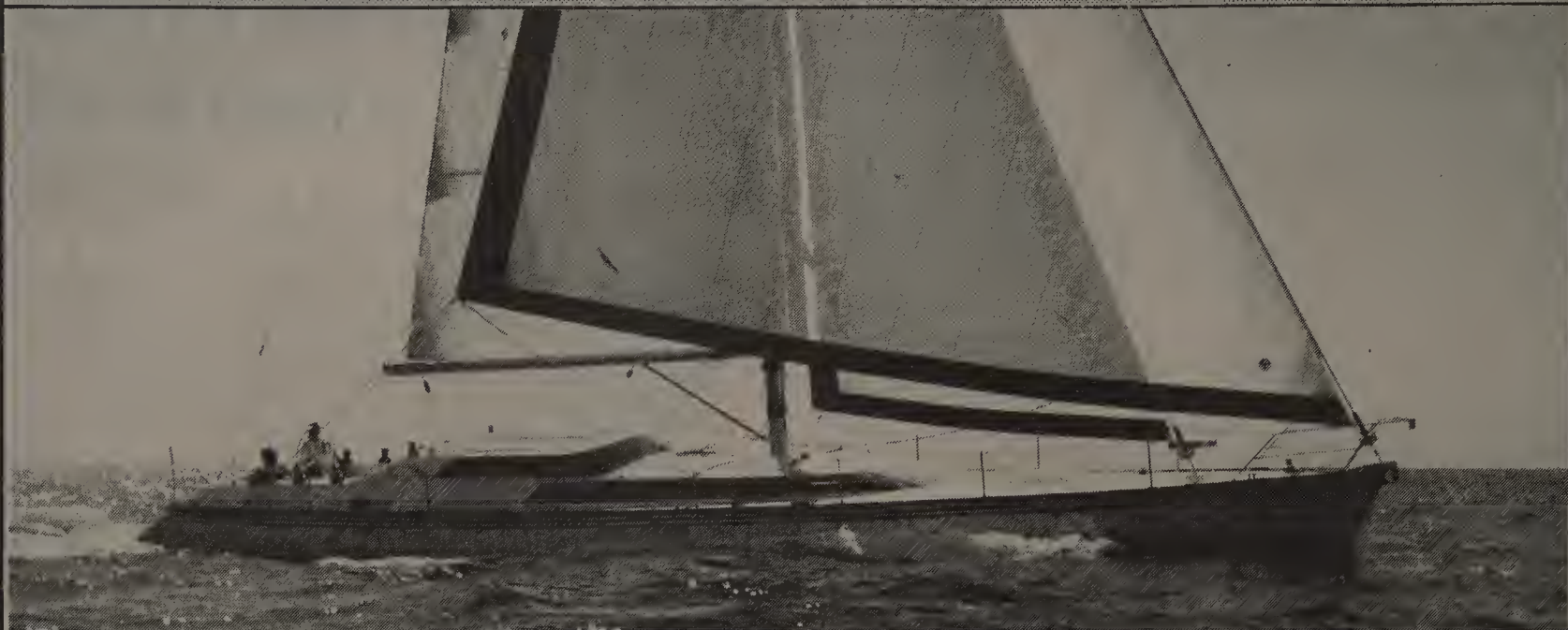
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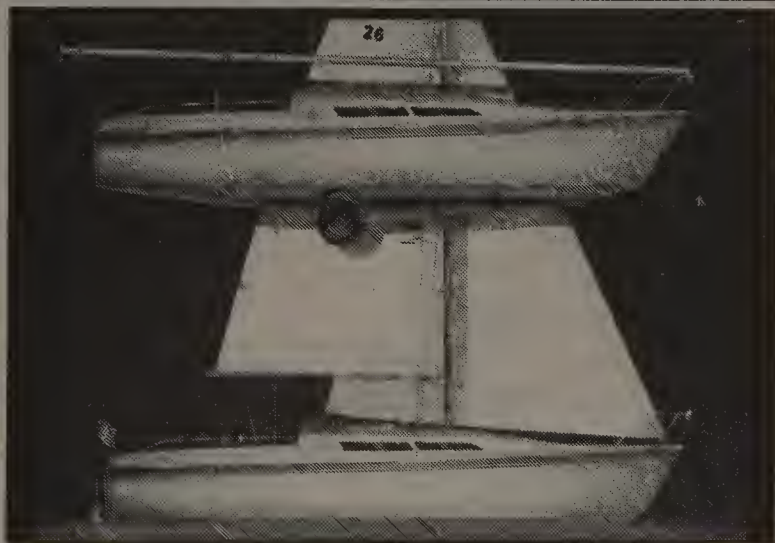
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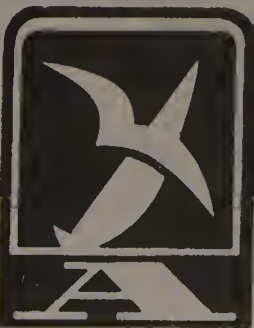
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LOOSE LIPS

The beat goes on.

In this month's rendition of "The Sailmaker Shuffle", we note that Chris Corlett has left Sails by Marion to work with Don Trask at J/Boats West. In addition to selling J/Boats, Corlett will be promoting "disenfranchised" one-design classes such as the Santana 35s and Express 37s. "Our goal is to become a 'clearinghouse' for one-design sailing on the Bay," states Chris.

Meanwhile, down in Santa Cruz, Ray Pingree has left his job as head of West Marine's Port Supply division to join Larsen Sails.

Our next million.

Ever notice how many sailors are 'cat' people, as opposed to 'dog' people? Most of the staff at *Latitude* have cats at home; in fact we even have an office cat, "Double Burn", to mess with when things get slow. On really slow days, we do things like change Burnie's kitty litter box, which led us to the following item: on the side of the Cat Litter bag, it lists other uses for the product. Among them, "boats — reduces musty, damp smells in holds and cabins".

Geez, all along we've been buying those little packets of white hydrous crystals at \$1.12 a pop at the local chandlery. Hmmm, at \$3.50 for a 25-lb bag of kitty litter, plus the cost of a bunch of baggies, we could produce about 100 bags of 'generic hydrous crystals'. Then we'd sell our 'new' miracle product for 50 cents a bag, realizing about a 950% profit, and. . . Ooops, sorry. Like we said, it was a slow day.

Changes in *Latitude*.

For the third time in recent years, a *Latitude* staffer has tired of chronicling other people's sailing adventures and gone out for some of their own. Following the lead of former ad salesman Tim Stapleton (who sailed his Islander 36 *Misfit* to Mexico in '87/'88) and darkroom specialist Sarah Wright (who did the same in the Yankee 30 *Frolic* in '89/'90), is our faithful 'calculating bitch' (aka, bookkeeper), Kay Rudiger.

Kay will be leaving in early November on a one-year voyage to Mexico, Costa Rico and French Polynesia with Jeff Ames on his Pearson 30 *Sicura*. We wish them a wonderful trip — don't forget to write!

Nobel pursuit.

Last month, Stanford University professor William Sharpe won the Nobel prize for economic theories that are used to invest an estimated \$300 billion worldwide. Gosh, that's almost enough to run an America's Cup campaign. Anyway, we note the honor here because what Sharpe does in his off-time that must surely contribute significantly to his clear thinking and zest for life: he goes sailing.

And speaking of awards for distinguished service...

Orange County Sheriff's Captain Harry Gage was honored by the California Association of Harbormasters and Port Captains with their first ever Distinguished Service Award on October 9. Gage, who's in charge of public safety in and around the harbors at Newport Beach, Dana Point and Sunset, has contributed much over the years, including an open water rescue and training program that has helped harbormasters all up and down the coast save many lives and boats. Says Santa Cruz Harbormaster Steve Scheiblauber, "His classes have been invaluable to guys like us who have to go offshore to do heavy-weather rescues." Congratulations, Harry.

Catching up with Tristan.

Tristan Jones, in addition to his other pursuits, 'stars' and narrates much of a current IMAX film entitled *Race the Wind*. As a fan of the extremely-large format IMAX theater at the Ruben H. Fleet Space Museum in San Diego, I had seen Tristan there twice already on film. On October 16, I had the pleasure of meeting him there in person for a repeat screening of the film and a lecture and question period



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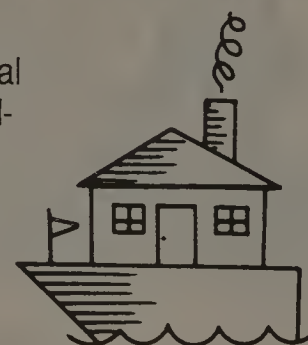
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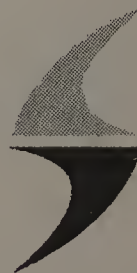
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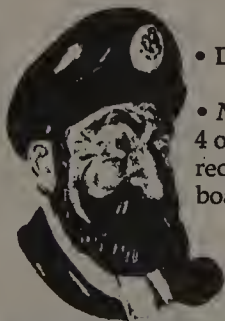
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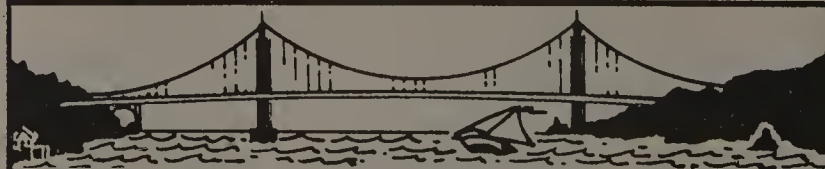
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LOOSE LIPS

afterward.

At 66, Tristan's salty demeanor belies his years and the wooden leg. After the screening, which includes footage of him piloting and old, reefed-down doublender through deep, pitching ocean troughs, he praises the camera crew, who he says worked for perfection in every shot despite suffering from severe *mal de mer* the whole time.

Tristan is a champion of the cruising sailor. He opened the evening with the salutation, "Ladies, gentlemen. . . and racers." And the cruising sailors ears pricked up at the main subject of the evening: cruising a newly opened and accessible Europe.

First, in 1992, the Rhine/Danube Rivers connection will be completed. It will allow passage of all but the largest ships between the North Sea, Baltic and English Channel — right through Europe all the way to the Black Sea, Straits of Bosphorus and the Mediterranean. Second, if Mr. Jones has any say in the matter, Romania will become especially hospitable to visiting yachts and tourists.

On his first passage down the Danube in 1985, the grey, inefficient communist bureaucracy of Romania particularly enraged Tristan who, in spite of repeated harassments and even arrest, purposely flaunted his freedom by flying a large American flag off his backstay and playing, at full volume, cassette tapes of bagpipe music whenever he passed through a port staffed by surly authorities. Now, Tristan's not bashful about taking full credit for the fall of Cousesceau, his government and the advent of Eastern European self determination in general. He's been back to compile a Danube Pilot, but so far, only two copies of the unpublished book exist: One resides with the CIA at Langley; the other in his suitcase. When Romania agrees to his terms, the Pilot will be published.

'Terms', as defined by Jones, amount to nothing less than setting him up as harbormaster of the entire country! Thus appointed, he would 1) set up a training school for Danube pilots under the auspices of his Atlantis Society (more on that in a minute), which would allow him to pick the candidates from orphanages; 2) Allow visiting yachts free docking at all Romanian locations outside of two existing marinas (fees at those marinas would be \$1/ft per month); and 3) require the Romanian government to grant visas to cruisers at the reduced rate of \$15 (air passengers are charged \$25).

Returning earlier this year, Tristan reports that the orphanages and Dickensian 'warehouses' for children are worse than we've seen on TV. In hospitals, infants ministered to with rusty hypodermic needles are often infected with AIDS. When he confronted a doctor, the rebuff was, "When would you have this child die — today or tomorrow?" When the Western media arrives, he says, they are steered away "by the same gangsters who are responsible for the current disastrous conditions and rape of the country."

Tristan never was one to mince words.

In his inimitable style, Jones is not going to the Romanian government with his hat in his hand. Whether or not he is successful in his quest to improve the lot of the Eastern European cruiser and the lives of Romania's neglected children, Tristan's forceful style rings as an example to us all.

As far as his sailing goes, Tristan's trimaran *Outward Leg* seems to have passed on to Southeast Asian hands under circumstances Tristan is unwilling to elaborate on. It's clear, however, that his Atlantis Society is a viable operation in Thailand at present. For some 15 young orphans and disabled persons, Atlantis is providing boarding and schooling in fishing, seamanship, self-reliance and language skills.

At the end of the evening when Tristan asked for questions from the capacity crowd, there were surprisingly few. Perhaps everyone, like myself, was struck temporarily mute by the presence of the legend. The next day I thought of dozens of questions I wished I'd asked. Perhaps I'll have the chance another day.

— dennis g. olson

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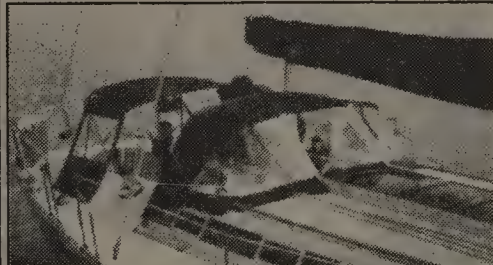
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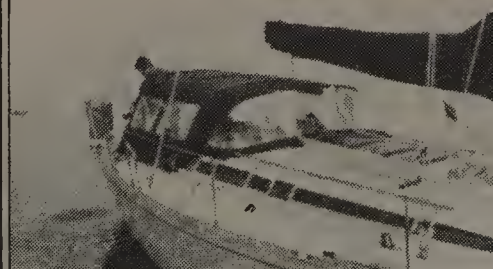
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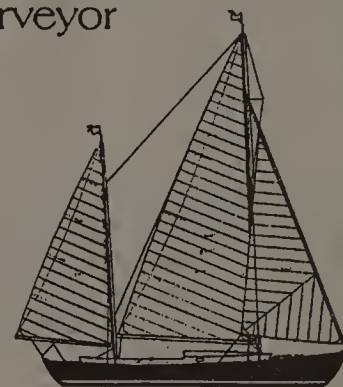
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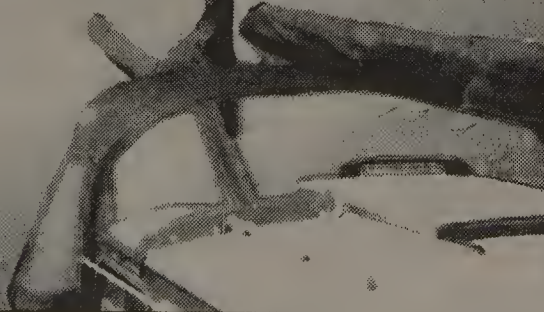
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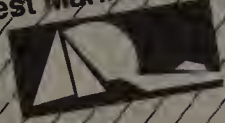
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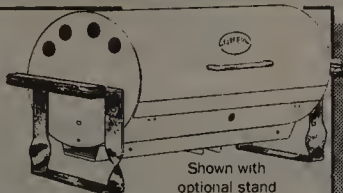
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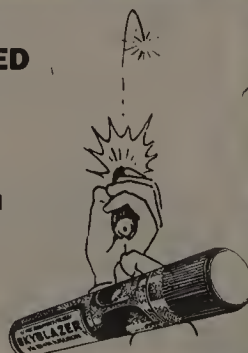
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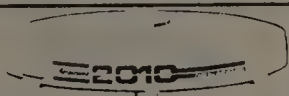
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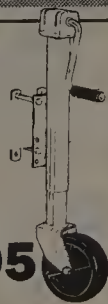


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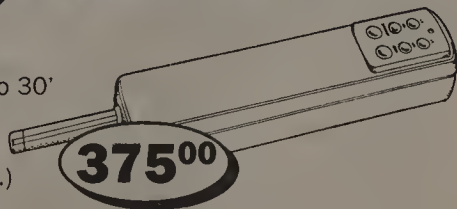
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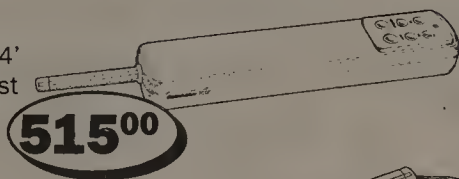
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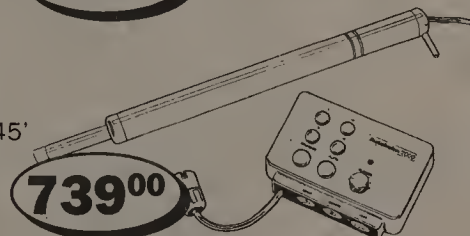
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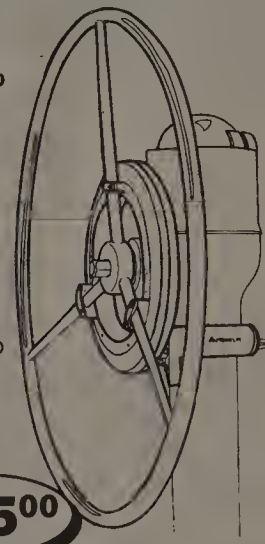
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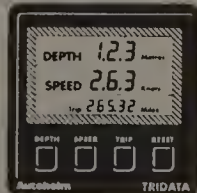
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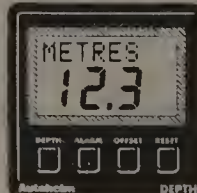


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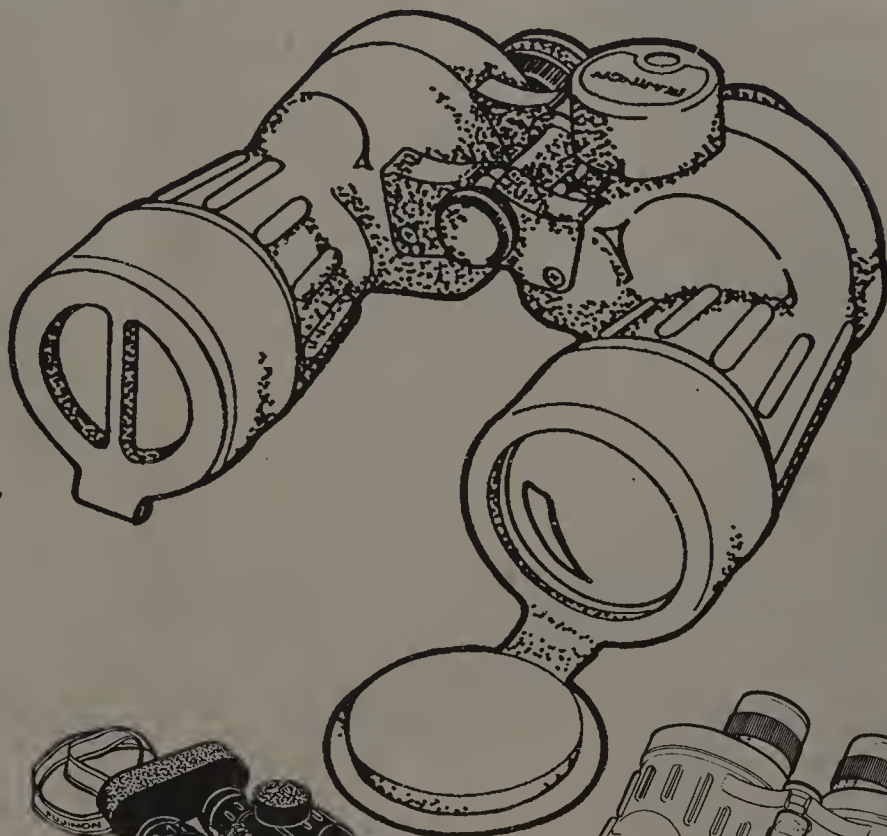
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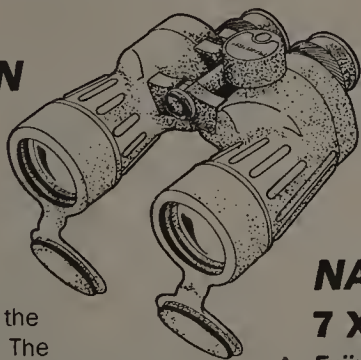
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SIGHTINGS

they're off!

The gun fired off Pier 39 for a two-boat race against time at 2 p.m. October 22. But only one boat crossed the line and headed out the Golden Gate. That was the 60-ft Shuttleworth trimaran *Great American*. Her long-gone competitor is the great American clipper *Northern Light*, which departed San Francisco on March 13, 1853 and docked in Boston 76 days, 8 hours later, a record 14,000-mile record run that has never been broken by another sailing vessel.

That's the first reason why owner Rich Wilson and co-skipper Steve
cont'd next sightings page

read our lips —

The federal budget finally passed in late October, and with it come a blizzard of new ways to soak taxes out of us beleaguered minions. Among those aimed specifically at boaters are the new user tax and a luxury tax on high-ticket boats.

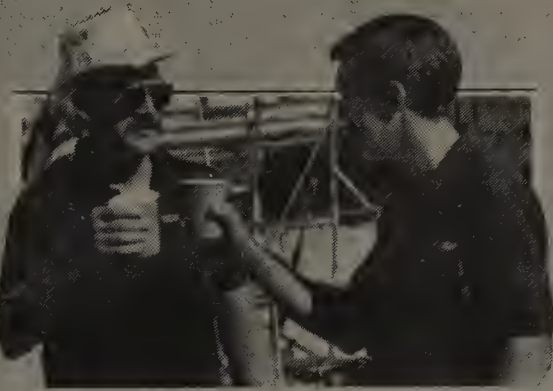
The user tax (which goes by the alias of 'Coast Guard fee') is worse than any ever



he lied

even proposed in the past, and let us tell you, they've been proposed every session for about the last 10 years. Anyway, it's to be imposed via some sort of sliding scale, maxing out at \$100 a year for boats 40 feet or longer. Boo, hiss.

The luxury tax will amount to 10 percent
cont'd center of next sightings page



they're off — cont'd

Pettengill are out there right now.

If this all sounds a little familiar, yes, *Great American* is the same boat that broke *Flying Cloud's* New York to San Francisco sailing record in May of 1989 in an amazingly similar time to the one she's trying to break: 76 days, 23 hours. Pettengill was aboard for that run, too, along with then-owner Georgs Kolesnikovs. As well as breaking 'Cloud's 89-day mark, *Great American* topped four other modern boats (two trimarans and two monohulls) in that "Cape Horn Clipper Challenge" sponsored by the Manhattan YC.

This time around, though, 'American is going it alone. And the 'Northern Light Challenge' is more than just another "because it's there" deal to grab a few headlines. It's actually part of an ambitious three-pronged program called Ocean Challenge '92 in which Wilson and Pettingill, in the process of sailing the boat in two more marathons (a 1991 attempt on clipper *Sea Witch's* 1850 record run from Hong Kong to New York in 74 days and, in 1992, the CSTAR), hope to bring sponsored sailing into the limelight and sailing into the living rooms of America, something the 1987 America's Cup showed was possible but which professional/sponsored sailing has yet to do.

Though most of OC '92 is down the road a piece, the Northern Light Challenge offers a good example of the big picture at which OC '92 is aimed. Three examples are their '900' number, public support of the American Lung Association and the Student Ocean Challenge.

For the first, the team will be phoning in daily progress reports, and by phoning 1-900-820-BOAT (1-900-820-2628), anyone can follow the voyage firsthand. A '900' is of course a toll call. As you might guess, a portion of the toll goes to defray the costs of the voyage. Another portion helps fund the Student Ocean Challenge, and 35 cents of each call goes to the American Lung Association in the fight against asthma.

An asthmatic himself, Wilson's athletic achievements — among them four Boston Marathons, first in Division in the 3,000-mile Carlsberg Singlehanded Trans Atlantic Race (CSTAR), and youngest skipper ever to win the Newport-Bermuda Race — earned him a 1990 'Super Achiever' award from the American Lung Association. The award is given out annually to asthmatic athletes whose determination and accomplishments serve as role models to other asthma sufferers.

A former teacher, Wilson set up the Student Ocean Challenge program to get school-age kids excited about the clipper ship era, world geography and of course the voyage itself. Kids in 650 participating schools across the country will track *Great American's* progress and learn about the exciting era of the great clippers, whose heyday lasted only a score of years between about 1850 and 1870.

Pettengill's credentials are equally impressive. A Native of Michigan, where he was named that state's Sportsman of the Year in 1986, Steve now lives and sails out of Newport, Rhode Island. As well as crewing on *Great American's* record run to San Francisco, his sailing credentials also include participation in the 1988 CSTAR, where he took third in division. He also served as project manager for Mike Plant's attempt at last year's Globe Challenge, the nonstop singlehanded race around the world.

But enough background. Here's as much of a comparison of the two vessels as can be drawn, and the latest update on *Great American's* progress as we go to press.

Northern Light — Designed by Samuel H. Pook (23 years old at time), and built in South Boston of fir over oak at the E. & H.O. Briggs yard. Launched 1851. LOA — 171 ft.; Beam — 36 ft; Displacment — 1,021 tons. Cargo for record run consisted of 1,012 hides, 10 tons of copper, Chinese silk, two cases of Chinese fruit and other miscellaneous items. Best day's run on record passage: 355 miles noon to noon.

Great American — Designed by John Shuttleworth and built in England by Peter Phillips and Andy Herbert using composite construction — foam-sandwich fiberglass and kevlar reinforced with carbon fiber. Launched in 1982 as *Travacrest Seaway*. LOA — 60 ft; beam — 40 ft; displacement — 5.4 tons. 'Cargo' for the run consists of Wilson, Pettengill, a bunch of electronics, enough food and sufficient clothing for the for 2 1/2 months of tropical-to-freezing temperatures — and not much else. Best day's run on record passage: remains to be seen.

cont'd next sightings page

they're off — cont'd

Update: Wilson and Pettengill averaged 14 knots the first night after leaving San Francisco, and as you may expect, have held onto their 'lead' over Northern Light as we go to press. As of Sunday, October 29, Great American was about 1,900 miles west of Panama, sailing in relatively light air. If all continues to go well, they'll be crossing the equator about the time this issue hits the streets.

the 'original' boston marathon

You think some modern sailors take racing too seriously?

When *Northern Light* arrived in San Francisco from Boston in 1853, she came in on the same tide as two New York clippers, *Contest* and *Trade Wind*. When it was learned that the three ships were all due to depart for Boston within days of each other, the wagering started as hot and heavy as it is these days for any Superbowl. New York vs. Boston — which had the better ships? The ensuing race was so memorable, the *Boston Daily Telegraph* reran the play-by-play in their April 21, 1928 edition — 75 years later! Here are a couple excerpts from that article.

* "The getaway was a world-thrilling one on the West Coast. The entire waterfront of San Francisco flocked to see the respective sailings: the *Trade Wind* on March 10 at 3 p.m., the *Contest* on March 12 and the '*Light* on March 13." (In contrast, two boats and maybe two dozen people, most of them friends and family, saw *Great American* off.)

* "One story was that Captain Hatch (of *Northern Light*) walked up on *Contest* off Cape Horn, and signalled that he couldn't sail along in company because 'he couldn't hold back his horse'."

Indeed. The '*Light* trounced *Contest* and *Trade Wind* by three and eight days, respectively, helping cement Boston's reputation as the premier American shipbuilding center and earning the ship herself the best cargos for years afterward. In 1854, for example, 100 gross of 'Bryan's Pulmonic Wafers for coughs, colds, etc.', destined for California and the Sandwich Islands [Hawaii] were ordered 'shipped by the quickest ship without regard to price'. *Northern Light* got the nod, earning her owners a handsome profit.

What happened to the great *Northern Light* goes unrecorded. But not her captain. In the cemetery at Eastham, Massachusetts, you can find the following epitaph etched into his weathered gravestone: "Freeman Hatch, 1820-1889. He became famous making the astonishing passage in clipper ship *Northern Light* from San Francisco to Boston in 76 days, 8 hours — an achievement won by no mortal before or since."

Now that's serious racing.

clothes encounters of the third kind

Two words sum up the clothes-bound-for-Mexico situation around here: gratifying and horrifying. Gratifying because when we announced that if readers would get bags of used clothing to us, and we'd make sure they'd get to Mexico's needy, we never realized this many folks would take us up on the offer. Horrifying because the number of people donating far exceeds the number who so far have been willing to take clothes south with them on boats.

We're asking two things: 1) If you or anyone you know is going south on a boat, please call 383-8200 and volunteer to take a bag or two of used clothing along. Two bags take up approximately the same amount of room as one sailbag. Each boat that helps out gets a 'Some Like It Hot' Cruisers Rally T-shirt. 2) Please don't donate any more clothes. Save them for next year when we have time to rent a blimp hangar or something for storage.

Officially, we're asking cruisers to drop all used clothing at Papi's YC in Cabo. However, there are needy people all over Mexico and if the opportunity to do some good appears somewhere else, go for it. The main thing is to return some of the goodwill cruisers have received from the Mexican people over the years.

We thank the following readers for clothing donations: Case Blazyk, Tom Fox, Dennis of Interfaith Technologies, Jim Stevens, Bill Vanetta, Denise Bendickson, Fred Rutz, Don and Ruth Taylor (homeport Anchorage, Alaska!)

cont'd next sightings page

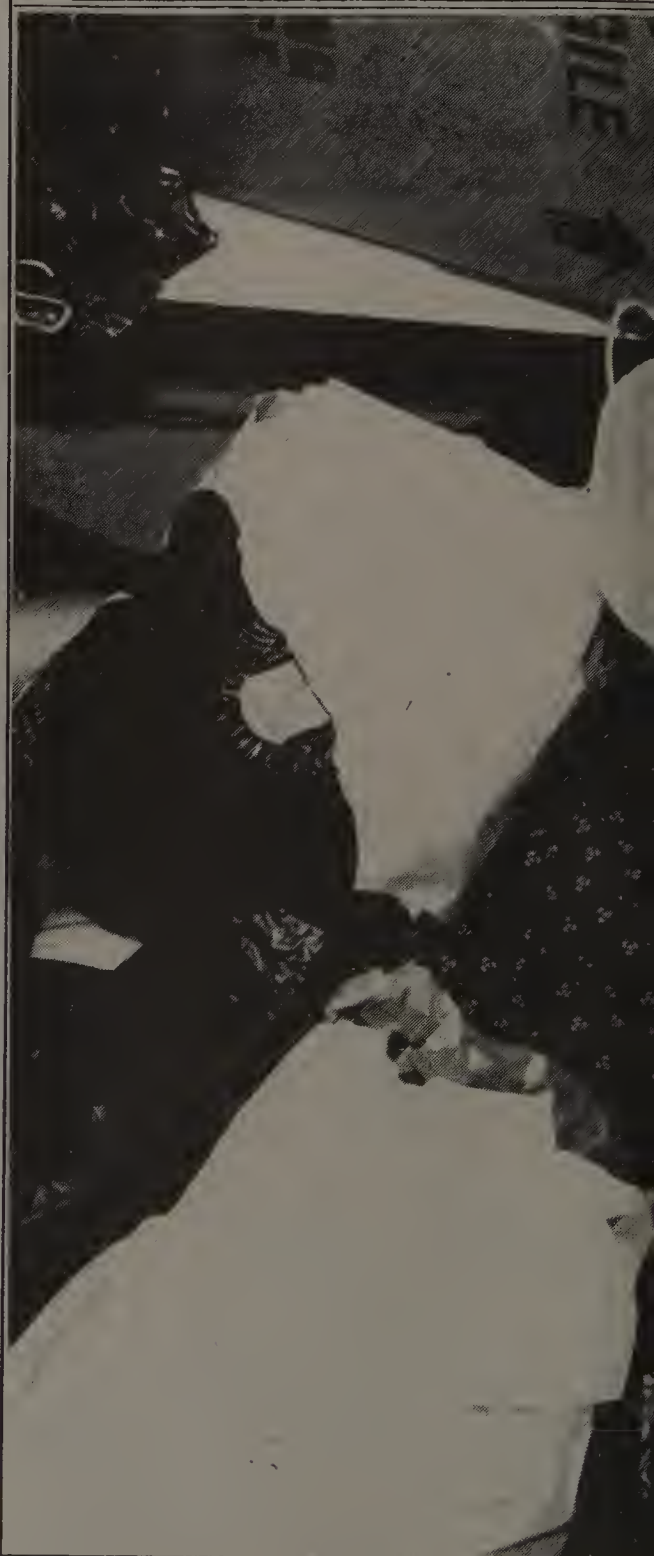
he lied

of the sale value of any boat costing more than \$100,000, again with some sort of sliding proviso that we're not yet clear on.

What we are clear on is that anyone in the market for a boat worth \$100K or better had better stop resting on laurels. You can save a

humphrey closes the

You gotta love it. Despite the fact that we've worked with and (most of the time) supported the Coast Guard editorially, we've always had a problem getting stuff out of them without feeling like we were pulling teeth. Since we're not privy to the wire



— cont'd

lot by buying before January 1, 1991, when the new budget takes affect.

As for the rest of us, we can at least take solace in the notion that they still haven't found a way to charge for the wind.

communication gap

services, what we'd like is to be FAXed pertinent releases on breaking boating stories.

What we get, however, is one or two news stories, a lot of change-of-command and 'lube and tune the cutters' stories (hoo cont'd center of next sightings page

clothes — cont'd

and the good people of the Sausalito YC, who alone donated more than 100 outdated club T-shirts to the cause. There are others, but those are the only ones we had the presence of mind to ask. Thanks one and all.

While we're on the subject, cruisers interested in donating items besides clothing might want to pack some basic school supplies (pens, pencils, crayons, paper, etc.) aboard for Phillimina Garcia at Los Pelicanos Restaurant in Melaque. She makes up Christmas gifts for the village kids and these are always the most needed items.

The school at Zihuatanejo also needs the basics mentioned above, plus powdered tempura paint and developmental toys (building blocks, etc.) for pre-school age kids. Estella Tambak, a cruiser who once founded a preschool in New York City is helping the school develop their program. Raul Iglesia is the contact and the school is Colegio Zihuatanejo, Ave. Los Hujes, Retorno. CAOB.

Once again, cruisers, please help us get these clothes down south. (Does cont'd next sightings page



SIGHTINGS

clothes — cont'd

that sound appropriately desperate? Good.) Are you meeting another boat and sailing down in company? Bring four bags and give him two. At this point, we really need your help to complete this project.

wop prop

Sex is really great. But you know how it is after seven or eight hours of non-stop lust; you're mind starts to wander and anxieties begin to develop about your ability to continue to perform. You wonder if there might be a temporarily more rewarding activity. While most folks like to smoke or sleep after sex, we like to wander through boatyards.

Meandering through Sausalito Yacht Harbor's boatyard, we ran into
cont'd next sightings page

humphrey

boy, great stuff) — and then nothing until we call and pull some more teeth.

Then Humphrey blunders into the Bay again and we get no fewer than nine Coast Guard press releases in two days. Hummmmp-Baby.

Surely "Humphrey II — Return of the Dimwit" is not news to any of you living in this hemisphere. As he did in 1985, the Uncle Buck of whales swam into the Bay in October, got stranded (this time mostly out of the water when he beached himself near



— cont'd

Candlestick), and ended up once again disrupting dozens of people's lives, costing untold thousands of dollars in fuel, government equipment and personnel, and of course supplying the local and national media ample fodder for an endless supply of puns from hell. "Well, Diane, looks like Humphrey's gotten himself into a whale of a mess this time" (smirk, smirk).

Much was made of whether his onboard compass was out of whack; his echolocation

cont'd center of next sightings page

wop prop — cont'd

Dick Manning, who was fooling around trying to install a new prop on his Fuji 45. (We'd tell you the name of his boat, but after owning it for 14 years — and this has to be some kind of record — he hasn't gotten around to selecting a name.)

Although there was nothing wrong with the old propeller on the boat, it left a something to be desired. The most annoying feature was that it caused the shaft to rotate whenever he sailed, creating a lot of unwanted noise — not to mention drag. Manning says sailing with the big three-blader was "Like pulling a 5-gallon bucket behind the boat."

For him the solution was a this three-bladed Max Prop. Because they're handcrafted in Italy, the Max's are more commonly known as 'Wop Props'. When you turn the engine off and start sailing, the blades of the prop, in theory, rotate into a position that creates the least possible amount of drag.

If there's a drawback to Wop Props, it's that they're not passed out as party favors. Figure on about \$2,000 for a big three-blader and another couple hundred for installation. Each blade is custom cast and then carefully hand-balanced with the other two. Since each prop is unique, you have no choice but to buy an entire new prop if you dink up just one blade. Ouch!

Manning headed up to the Delta for a summer romp as soon after this photo was taken. We ran into him again in late October and asked for a critique of the Wop.

"I'm very, very happy with it," he said. "My maximum speed motoring used to be 8 knots; with the Max Prop I've been hitting 8.5. That's pretty darn good for a relatively heavy boat with just a 34 foot waterline." He was also delighted with the prop's performance in reverse. The manufacturer claims that it's 80% more effective in reverse than three-bladed fixed props. "I believe them," says Manning, "I can really back out of the berth fast."

But what delights him more than anything is the quiet. "It's great not having to listen to the shaft turn when I sail," he says, "and the blades fold quickly into position." His only complaint is that the special Max Prop zincs seem to deteriorate pretty fast. "Keep some extras on hand," he advises.

Manning was going to give us a few more details, but our girlfriend came along wearing this provocative little outfit and suddenly our mind began to wander off in other directions again.

presumed guilty

Let a man blow away his wife and cut the throats of his children and he's innocent until proven guilty. Let a boatowner have a toilet on a boat in Richardson Bay, and he or she is presumed guilty of shitting into the Bay. Sound farfetched? Consider what Ed Stuart, head of the Marin County Health Department, told *Latitude* on October 26.

"We always have to assume that if it's possible for people to pollute, they will pollute."

Not believing what we'd heard, we asked him to explain.

"We can't ever rely on people doing the right thing," he said.

The whole business had come up as a result of several plans having been tossed around to insure that human waste isn't pumped into Richardson Bay. The first plan under consideration would have required that all boats berthed in the bay have their head thru-hulls physically removed. That plan is out of favor, having been considered too extreme.

The second plan — the one currently in favor — would require that all boats in Richardson Bay pay \$10 to \$20 to have their thru-hulls sealed with wire bands like those found on gas meters. Boats would periodically be inspected, and those found with broken seals would be fined — perhaps as much as \$500. What would happen if you raced your boat to the Farallones and broke the seal to legally use your head? Upon return you'd have to make an appointment to pay somebody another \$10 to \$20 to reseal the head.

All this talk disturbed us for two reasons. First, we've got reason to believe that Richardson Bay is *not* polluted with human waste. A little while ago, Michael Herz, formerly head of the Oceanic Society and now head of

cont'd next sightings page

SIGHTINGS

presumed guilty — cont'd

the Bay Watch environmental group, told us that he'd taken water samples at Richardson Bay marinas on Earth Day. While getting the results out of him was like pulling teeth, he finally allowed that the only marina that didn't meet state water quality standards for water contact sports was a houseboat marina way up in the north end of Richardson Bay. All of the recreational boat marinas had good water quality.

It should be noted that because Herz only took three samples at each location instead of five, the results can only be considered preliminary. But you'd think, wouldn't you, that if there wasn't a single recreational boat marina reading in excess of state water quality standards, that maybe there wasn't a problem? Or that it was at least worth checking?

It's when we confronted Stuart with these questions — he was aware of Herz' tests — that he informed us that no government agency cared whether the water in Richardson Bay was clean or not. They were interested in making sure nobody could pollute the Bay.

This is when we got disturbed for the second time. As we explained to Stuart, anybody who doesn't want take the trouble to walk up to the marina toilet, and who doesn't want to pay for breaking the seal on their head, will simply do what mariners have done the world over for centuries: shit in a bucket and throw the contents overboard.

Not only is it possible there is no human waste pollution problem in recreational marinas, the proposed government fix — and isn't this all too familiar — would be a big waste of money that wouldn't do the job anyway.

"If people want to go *that* far," responded Stuart to the bucket scenario, "there's nothing we can do about it. But we're not going to make it easy. Part of the problem is the yahoos anchored out in Richardson Bay; in order to address that sewage problem we have to gas everybody." An interesting choice of words, no?

"You can assume," Stuart continued, "that whatever plan is ultimately adopted, it will be reasonably oppressive."

While Stuart didn't say the things we wanted to hear, he was not mean-spirited and rates high with us for talking straight. It also turns out that he's just the middle man. Whatever plan his County Health Department and the City of Sausalito agree on must be approved by the Regional Water Quality Control Board — from which all the pressure has been coming in the first place.

Hearings about futile proposals guaranteed to prevent the possibility of human waste being pumped into Richardson Bay will be held in the upcoming months. Final approval of any plan of action is probably six months to a year away. We can't wait.

There's an even more ominous situation for Sausalito liveaboards. A short time ago the BCDC cited Pelican Yacht Harbor in Sausalito for having turned part of their restroom barge into a harbor office. In the BCDC view, Pelican had thus committed 'Bay fill' without first having obtained a permit from them. In the process, the BCDC noted that Pelican had liveaboards — also without benefit of BCDC permits — and cited the marina on that issue also. Pelican has six months to get the proper permits.

This opens up a Pandora's Box. While liveaboards are technically illegal in Sausalito, everybody knows there are lots of them. But rather than ever come to grips with the thorny issue, the city government has simply chosen to look the other way. Now they can't, because if Pelican wants a BCDC permit for liveaboards, they first must obtain one from the city of Sausalito. Once the issue of liveaboards is raised for Pelican, it's raised for all the marinas in Sausalito.

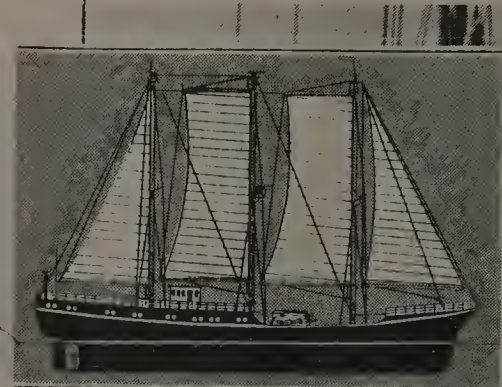
The BCDC will allow up to 10% of the boats in any marina to be liveaboards — but only under stringent conditions they set. One of the conditions, according to Ed Stuart, is that each liveboard boat be hooked directly into the sewer system. Since this is not likely to happen soon, there would appear to be dirty weather on the horizon.

"So the government doesn't trust us?" mused the Bay Wanderer after reading over this piece. "After the S&L and budget debacles, with the thick clouds of influence peddling and corruption hanging over Sacramento and D.C., the feeling is mutual."

cont'd next sightings page

humphrey

was thrown off by anomalies in the Bay; a shortage of Humpback whale food in the ocean drove the hunger-crazed leviathan into the Bay — or, perish the thought, maybe Humphrey just isn't very bright. One marine biologist who was interviewed said Humpbacks are sort of like the "cattle of the ocean", which we take to mean somewhere on the evolutionary learning curve between



'green' sails

Despite the fact that it flies several thousand square feet of sail off three huge steel masts, it's hard to think of Greenpeace's *Rainbow Warrior* as a 'sailboat'. So we imagine it as the world's largest motorsailor — sort of a 180-ft Fisher 35.

The *Warrior*, which was out of the water during much of October at the Pacific

— cont'd

lab rats and goldfish.

Don't get us wrong. We're some of Humphrey's biggest fans, and are elated to remind everyone that he once again made his way back to sea little the worse for wear. At the same time, we have to admit a certain amount of concern for the future of the endangered Humpbacks as long as Humphrey remains part of the gene pool.



LATITUDE/JOHN ARNDT

in the sunset

Drydock in Oakland undergoing routine repairs, is the second ship in the Greenpeace flotilla to bear the name. The first, you may recall, was bombed and sunk by French agents while in Auckland Harbor in 1985, apparently in retaliation for Greenpeace's attempts to discourage French atomic testing

cont'd center of next sightings page

beware the dreaded mds

Elsewhere in this issue, you'll read about the Moore 24 in our Boat of the Month feature. Besides being a barrel of fun to sail, the Moore 24 News: Rag of the Discriminating Yachtperson, is by far the most entertaining association newsletter of the dozen or so we get every month. For the stats, the history and some of the story of the Moore 24, see page 114. For a glimpse into the psyche of the folks who sail them, we reprint the following from the July, 1990 issue of the News.

When I first contemplated buying *Presto*, Howard Wright, her previous owner, pumped me up with a bunch of hairball stories about offshore racing. As he spoke, I would look at that little 24-ft dinghy and then back at Howard. I was certain that this man was either a boldface liar or a Dr. Demento type with a bizarre death wish he was struggling to overcome.

What was most disturbing, though, was that even after purchasing the little daysailer, I kept running into other Moore 24 sailors who seemed to suffer from exactly the same dementia as Howard. While to all outward appearances these people seemed normal, they delighted in telling bizarre stories of taking Moores offshore on Northern California waters where gale-force conditions are routine, icy waters the norm, and great white sharks gather in great numbers to feast on elephant seals and then gobble surfers for dessert.

Now I know.

Even though it's probably too late for me, I feel it is my duty to put out a warning in hopes that some other souls might be saved before falling victim to the heretofore unpublicized ailment MDS — Moore Dementia Syndrome.

Causes of MDS

MDS is caused by the unfortunate conjunction of three fatal circumstances:

1. *The Moore is addictive to sail.* Even a relatively experienced sailor finds that its performance characteristics cause one to develop an insatiable craving for 'just one more Moore sailing fix'.

2. *The Moore is actually an incredibly able blue-water boat.* Now don't get me wrong here. I didn't say it was roomy, or dry, or well-appointed. What I mean is, you can take it offshore with three or four people, go incredibly fast and almost certainly live to tell about it.

3. *Each year there are several offshore races that Moores can and do actually win!* While stories about Moores racing to San Diego, Catalina and Santa Barbara all seem to date back some years, several among our number have successfully tackled the Farallones, Boreas and Windjammers, to name a few. Here I caution the reader that every one of these sailors tests positive for TMDS (Tertiary Moore Dementia Syndrome). TMDS is the most advanced stage of the disease and is considered by most to be incurable.

Prevention of MDS — Lessons Drawn from Tragic Experience

1. *When addressing a Moore 24 sailor, always consider him or her to be infected with MDS until you see a certificate showing that they have been tested 'clean'.* My illness began when Mary Vaden joined me aboard *Presto* in an abortive attempt to do this year's Doublehanded Farallones Race. I decided to attempt this race because several infected sailors assured me that this race's reputation was bogus and that it would be a cakewalk. Regrettably, I failed to demand proof of their remission. A little more than halfway to the Lightbucket we, along with about 100 other boats, turned tail and ran for home in 35+ knots of wind. But not even planing along at 18 knots down near-vertical face waves will enable you to outrun the dreaded MDS pathogen.

2. *Never assume that because you suddenly have a revelation that taking a Moore 24 offshore is insanity, you are safe from MDS.* Given my Farallones experience, one would suppose that I would be effectively immune to MDS, since I had been 'vaccinated' with a strong dose of terror. Do not be deceived! In fact, I had contracted PMDS, Pre-Moore Dementia Syndrome. My infection was assured that same day when I watched three seriously infected Moore 24 crews finish the race first (*Adios*), second (*Anna Banana*) and third (*Snafu*), race committee buffoonery notwithstanding.

3. *Should you ever find yourself tempted to race offshore in a Moore 24, immediately purchase a one-way bus ticket to Furnace Springs, where the only water to be found comes in Evian bottles.* I could say that 'like a fool' I decided

cont'd next sightings page

SIGHTINGS

mds — cont'd

to take *Presto* in the Boreas Race, but that is clearly not the case. You see, I was infected and although my PMDS condition was not yet well developed, I made the mistake of allowing Dan Nitake (now a known carrier of TMDS) near me. This was like lighting a match to check your gas tank for leaks. To the unwary, a condition such as his may pass for mere enthusiasm. Do not be deceived. HE IS SICK! Once you commit to racing a Moore offshore you're almost certainly going to be irrevocably infected.

4. *If you race your Moore offshore, avoid wind and waves at all costs.* In the Boreas race, we sailed for many hours with little wind. It was mild. It was tame. It was booooring. Had these conditions persisted, the disease might have gone into remission. But should you be so unfortunate as to encounter wind and waves (as we did, and as is the rule in these climes and times), abandon all hope. Your little Moore will bend to the wind and lift up upon the waves and all aboard her will begin hooting in strange tongues as she surfs along at 14, 16, 18 knots or more! It is also likely that you will personally see and speak with God.

5. *Never, I repeat, NEVER, place in one of these events.* Now let me offer a caveat here. Among those I have known with TMDS, several have actually taken firsts in these events. Hence their incurability goes without mention and the depths of their depravity can certainly not be fathomed by a lay person such as myself. So here I speak only of occurrences to which I can personally testify, for we aboard *Presto* did get just a lowly third place. Which I'm sure is the only reason I am still able to write this, and not have been hauled away by the guys in white a long time ago.

But let it be known that we did beat the hell out of many other vessels much larger and more expensive than our own! And we did righteously shred
cont'd next sightings page

'green' sails

in the South Seas.

Like the first *Rainbow Warrior*, the current one started life as a North Sea trawler. Built in Yorkshire in 1957, in 1966, she was lengthened from 145 to 180 feet. Greenpeace purchased the ship in 1987. During a complete refit in Hamburg, the three-masted, German-designed schooner rig was added and the engines modified to make it a true motorsailor. Said to be both sophisticated and efficient (the sails, for example, are 'Draylon, which is supposed to get stronger when exposed to sunlight), with

angel island gets

Have you noticed something different about Angel Island lately — like it's hairline is receding or something? No? Take a look next time you're out. The place is going bald!

Actually, Angel Island is just getting a 'haircut', courtesy of the State Park system, which several weeks ago started phase I of a three-year project aimed at restoring the island to its original state — fauna-wise,



— cont'd

the props feathered, the 560-ton ship will reportedly do 12 knots downwind in 20 knots of breeze. As you might expect, Greenpeace is doing studies on sail-assisted power in the hopes of promoting its commercial use.

We couldn't quite get away from our brief tour without asking what *Rainbow Warrior* uses for bottom paint. "We haven't found an alternative to toxic bottom paints yet," says first mate Joel Stewart. "So right now we use the same stuff as everybody else."

the boot camp cut

anyway. The most visible evidence of the project is cutting down almost all the eucalyptus trees.

"What?" you say. "In this day of depleting rain forests, lost habitat and wanton waste of natural resources, they're removing more trees? That's the most ridiculous thing I've ever heard!"

Hey, we felt the same way at first. We
cont'd center of next sightings page

mds — cont'd

waves and cast asunder all evil doers. And the unholy did bow before us as we carried home the flame of truth, justice and. . . Oh my God — they're coming! Oh no! Go away, get back! I have to warn people. I said stay away! . . .

— marc hersch



LATITUDE/JOHN ARNDT

myco move — third time's a charm

Even if you discount the Loma Prieta earthquake, which we aren't recommending, things have really been moving over in the East Bay. In June, we discovered that the Oakland YC had settled into its new digs in the Pacific Marina. Now, we find out that OYC's neighbor across the Alameda Estuary, the Metropolitan YC, sometimes known as MYCO, is unpacking boxes from their latest move.

Most of us probably remember MYCO from their 30-year residency at Jack London Square in the waterfront building with the distinctive cupola on the top. (Sometimes, we unconsciously *still* stop there when headed for the club.) Three years ago, their landlord, the Port of Oakland, raised the rent and parking became prohibitively expensive. So the club moved south along the Embarcadero, but the building into which they moved wasn't really suited for a yacht club.

In September, MYCO loaded up the wagons one more time. According to Al Kanady, who's now serving his third term as commodore, their new location at 1955 Embarcadero fills the bill in all regards. The 7,000-square-foot facility near Quinn's Landing used to be the Fruitvale Avenue train station for Southern Pacific. (That seems appropriate: Quinn's used to be the Oakland Harbor lighthouse.) It also served as a Victoria Station restaurant for a while, so has plenty of usable bar, restaurant and galley facilities. There's also plenty of free parking to the north and across the street. On the water, visiting boaters will find 10 guest slips and 90 feet of side-tie.

Kanady says they're still in the process of getting all the necessary permits together and hope to be fully operational by mid-November. In the meantime, they're holding meetings and sponsoring events. The move has already proved a boon for membership, which now stands around 175, with as many as three or four applications for new memberships every day.

"A lot of old members are coming back," says Al. "They said they just didn't like the building we were in before."

Continuing without pause are MYCO's Women On Water (WOW) program, their midwinter sailing series, junior program, the Oakland-Catalina Race and their very successful cruising membership. For \$100 a year, the latter offers folks reciprocal rights at more than 250 clubs around the world. Adventure-laden letters from cruiser members fill the club's monthly *Met Gazette* newsletter.

Kanady adds that the new club will carry another piece of tradition to its new location, too. The cupola from the Jack London Square building, which is part of the club's logo, is going to grace their new roof. The artifact, which was donated to the club, used to sit atop a building in downtown Oakland over 100 years ago. It will provide a landmark for both land and water-bound voyagers.

— shimon van collie



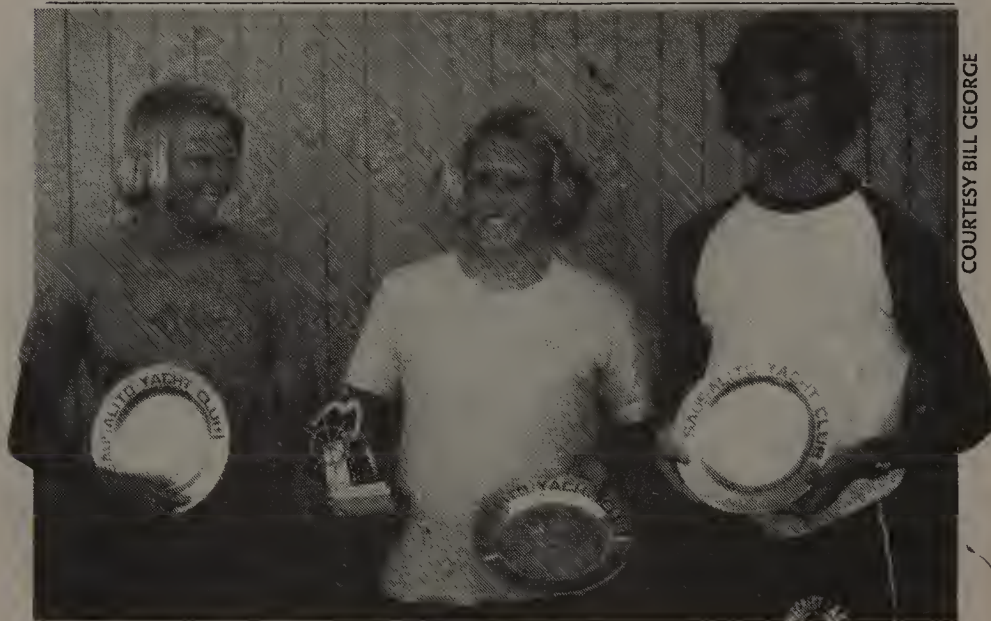
LATITUDE/JR

SIGHTINGS

back when we all had hair — the ryc junior program reunion

Carbon dating of the accompanying photo places it somewhere in the post-hippie, pre-punk period.

"It was back when we all had hair!" says Billy George, the then-teenager



COURTESY BILLY GEORGE

smiling in the middle. Now approaching thirtysomething and a father himself, Billy says he had just beaten Sausalito's Scott Easom (right) and Southern California's Kurt Miller (Warren's son) in a U.S. Yacht Racing Union Laser regatta that doesn't exist anymore. Neither do a lot of Billy's golden locks.

The photo was part of a pictorial stroll down memory lane at the Richmond YC on October 6. Officially, it was the yacht club's first junior sailing program reunion, spanning some 40 years of kids and El Toros, not to mention Lasers, FJs and assorted other boats.

Richmond YC boasts one of the finest junior curriculums in the country, thanks in large part to the volunteer efforts of the parents. From October to March they not only deliver kids to the club, but teach sailing, fix meals and repair boats. Out of this communal effort has grown a strong sense of 'family' that spans time and distance.

Billy George, for example, had just returned from Italy where he and fellow RYC junior program alum John Kosteki won the European 6 Meter championships. Kosteki didn't make it back for the dinner, nor did Craig Healy, another leading light who first trimmed sheets at the RYC basin.

Over 170 folks did attend, however, including a pair of sailors who took part in the first version of the program back in 1950. Both Bill Claussen and Lee Beesley spent summers learning to tack and jibe in the Santa Fe channel back before the club moved to its new digs and changed to a winter schedule.

Jo Claussen Rinne, Bill's mother, was one of the parents who helped initiate the program. She and Bill recall that the whole idea was for parents and kids to do something together. "Brian McCarthy's parents also wanted to keep him off the streets!" says Claussen.

The reunion was organized by Suzanne McMeans, who ran the junior program in the early 1970s along with her then-husband Jim Truman. In addition to its nostalgic aspect, Suzanne took on the event in order to introduce the Richmond YC Foundation. Created earlier this year, the non-profit vehicle will provide opportunities for RYC and other Bay Area youth to sail and compete in regattas nationally and internationally.

Bob 'Big Daddy' Klein chairs the foundation, and Brian McCarthy, no doubt much to his parents' delight, serves as the group's treasurer.

— shimon van collie

a (long) shot heard round the world

San Francisco yachtsman Russell Long isn't kidding when he claims, "Speed sailing involves long episodes of total and complete boredom, occasionally punctuated by seconds of sheer terror."

cont'd next sightings page

angel's crew

were actually kind of embarrassed for the place — with trees removed from atop the island's Mt. Livermore, the island looks, well, undressed. After speaking with David Boyd of the California Department of Parks and Recreation, however, we have to agree that in the long run, the cull will be good for the island.

"About 24 acres of eucalyptus trees were planted by the army back in the '20s and '30s," he says, "probably as some sort of 'improvement' plan." But as those of us who grew up around 'eucs' know, the trees grow fast and spread rapidly. "They now cover 86 acres of the island and have taken over much of the natural habitat." Add the facts that they're 'dirty' trees, shedding so much bark and other detritus that nothing can grow underneath; and potentially dangerous — a couple of years ago, a picnicker in Hospital Cove got bonked by a falling branch — and Angel's marine-recruit style

boc

As we went to press on Sunday night, October 28, seven boats had finished the first leg of the BOC Singlehanded Round the World Race, which started in Newport, Rhode Island on September 15 and ends 6,800 miles southeast in Capetown, South Africa. First across the line was Franchman Alain Gautier sailing the 60-ft *Generali Concorde*. The second youngest skipper in the race (he's 28), Gautier broke the previous Leg 1 record (42 days) by almost a week, finishing in 37 days, 18 hours.

But he didn't win!

If you read Carl Nelson's coverage of the start in last month's issue, you'll recall that competitor Christophe Auguin opined that Gautier "had no chance of winning" because of a 16-hour penalty he'd incurred by arriving late in Newport. And that's what happened. Three other boats arrived on day 37, relegating *Generali Concorde* to fourth place. In third place is two-time BOC winner Phillipe Jeantot sailing *Credit Agricole*; in second is South Africa's John Martin on *Allied Bank*; and irony of ironies, the new winner of Leg 1 is Christophe Auguin aboard his *Groupe Sceta*!

Other finishers include American Mike Plant, who finished fifth aboard the gremlin-plagued *Duracell*, and Isabelle Autissier, the first-ever Class I woman skipper, who finished seventh aboard *Ecureuil Poitou Charente*.

"I ran the race out of a milk jug," said Plant, referring to a method he devised of pouring fuel from a milk bottle to keep a faulty generator going. "It would not have looked good," deadpans Mike, "for *Duracell* to have been without power."

cut — cont'd

crew cut begins to make a lot more sense.

Phase I removal of 15 to 20 acres of eucalyptus should be completed in early November. For the rest of the winter, the remainder of the \$175,000 phase I will be behind-the-scenes work to replant and restore recovered areas with native vegetation. Eventually, 80 acres of eucs will be removed. The six acres left intact include the trees in Hospital Cove, and those needed to preserve the 'historical integrity' of the old garrisons around the island.

And the removed trees aren't going to waste. (Actually, every detail of this project has been painstakingly planned and studied — including public meetings and environmental impact reports — over about a four-year period before it began.) Helicopters load them onto barges like this one, which are then towed to a powerplant in Stockton where the wood is used to generate power.

leg 1

Conditions for the passage were more or less typical, with good wind most of the way except through the Doldrums, where the race more or less restarted, and near the finish, where many boats encountered winds in the 50-knot range. With two skippers retiring from the race in the early going — Bill Gilmore with *Zafu*, apparently for personal reasons, and Enda O'Coineen of *Kilcullen* with a downed mast, the fleet was down to 22.

There is no clear leader in Class II, the 50-footers. Although Jack Boye's *Project City Kids* has led for most of the leg, France's Yves Dupasquier aboard *Servant IV* was 61 miles ahead at this writing. About 500 miles out, these boats were expected to finish the first couple days of November. American Paul Thackaberry's *Volcano* (named for the Jimmy Buffett song), the Corinthian Class leader, is about 1,000 miles astern of *Servant IV*.

The fleet starts Leg 2 on November 24.

Want to follow the race more closely yourself? If you have a FAX machine, you can get twice-daily updates, as well as positions, placings and performance information on each competitor via a 'responding FAX' supplied by AT&T, one of this year's BOC sponsors. Just dial (201) 221-1716 and listen to the recorded instructions for what to do. If you want to hear regularly updated reports, dial (401) 848-0910. And finally, don't forget that ESPN is covering the race. (Did you remember to tune in October 29?) The next telecast is slated for December 17. Check local listings for time.

(long) shot — cont'd

He should know what he's talking about: in early October, he hauled his 14-ft Greg Ketterman designed hydrofoil trimaran up to a 'speed ditch' in Lethbridge, Alberta, Canada, and waited. . . and waited. . . and waited for the wind. ("Longshot's like a big Lego set," laughs Long. "It disassembles and fits on top of a car."). Finally — after 10 long days — Russell got the 25-knot 'chinook' winds he was hoping for.

Wearing a motorcycle helmet and carrying an oxygen bottle in case he gets trapped underwater when. . . oh, sorry, if the boat blows up, Long launched his fragile craft and went in pursuit of *Crossbow II*'s legendary decade-old sailboat speed record of 36 knots. On his third run, he blasted his way into the record books, hitting 37.18 knots over the 500 meter course. Total time on the course: 26 seconds.

"It's like racing cars — you don't really have time to be scared," says Russell. "If anything, getting back upwind is scarier: the boat won't sail at less than 25 knots, so the apparent wind in your face gets up around 60 knots. You can't see, and half the time you can barely breathe." On the way upwind after the record run, *Longshot*'s crossbeam snapped, beginning a chain of carnage that deposited Long unceremoniously in the water. "I guess it must have looked pretty funny from off the boat," admits Long cheerfully. "Anyway, it can all be fixed."

Longshot is presently down in Santa Cruz, where it's stabled with Long's other hotrod, the *Ultimate 30 Team Duraflame*. "I'm hoping some of *Longshot*'s speed rubs off on *Duraflame*," jokes Russell, who's looking forward to assaulting the absolute speed record (42.91 knots, set by a French windsurfer, Pascal Maka, in January) next spring. "It's within reach," he figures. "We have the technology and the team — Greg Ketterman, Larry Tuttle and Barry Spanier — to do it."

short sightings

SAUSALITO — Zack's, legendary waterfront hot spot for Baby Boomers looking to mingle and mate with Baby Boomettes (and vice versa) during the sexual free-wheeling 60s, 70s and 80s, closes on November 1 to be replaced in the spring by a Margaritaville. In its heyday, Zacks was famous for crab races, live music loud enough to keep Belvedereans awake at night and a policy of no hats. If floors could only talk, what tales Zack's could tell! Like our youth, it will be missed.

SAN LUIS RESERVOIR — First it's no more small craft flags — now this. The Wind Warning System may be coming to an area near you soon. Invented by a New Mexico engineer, the device is basically a wind generator that runs a pair of lights. In winds of 15 to 30 miles per hour, an amber light will flash; above 30, a red flashing light takes over and most lakes and inland waterways — the only areas upon which the devices have so far been installed — close up shop. More than 500 WWS machines have been installed nationwide, and if the San Luis trials pan out, we could see them as soon as next year in areas of the Delta.

STOCKHOLM — There hadn't been this much action in Sweden's capital since the Nobel Prizes were awarded. What happened was that some Three Stooges-type burglars set off an EPIRB while in the process of breaking into a liferaft factory. Unbeknownst to the culprits, they'd sent out an emergency signal that was being picked up by commercial airliners from southern Sweden to northern Norway. The distress signal was reported to a Norwegian rescue center, which called the cops. As usual, they arrived on the scene to find a broken window, a howling alarm and no suspects.

WASHINGTON, D.C. — Visitors can't feed the bears in National Parks, and if the National Marine Fisheries Service gets its way, tourists soon won't be able to feed fish to seals and dolphins. Nina Young of the Center for Marine Conservation explains their reasoning: "These animals do

cont'd next sightings page

SIGHTINGS

short sightings — cont'd

not normally eat frozen, thawed dead fish, and it's not to their benefit to make that part of their diet so someone can vicariously live the dream of being a trainer at Sea World." During a U.S. Marine Mammal Commission hearing on feeding permits in June, testimony was given that dolphin-feeding programs lead animals to approach fishing boats and other vessels, where they become tangled in nets or get fed foreign objects. "Dolphins and sea lions lose their wariness of humans and come to view any boat as a cafeteria," said a spokesman, "and fishermen aren't going to take kindly to dolphins approaching their boats for food."

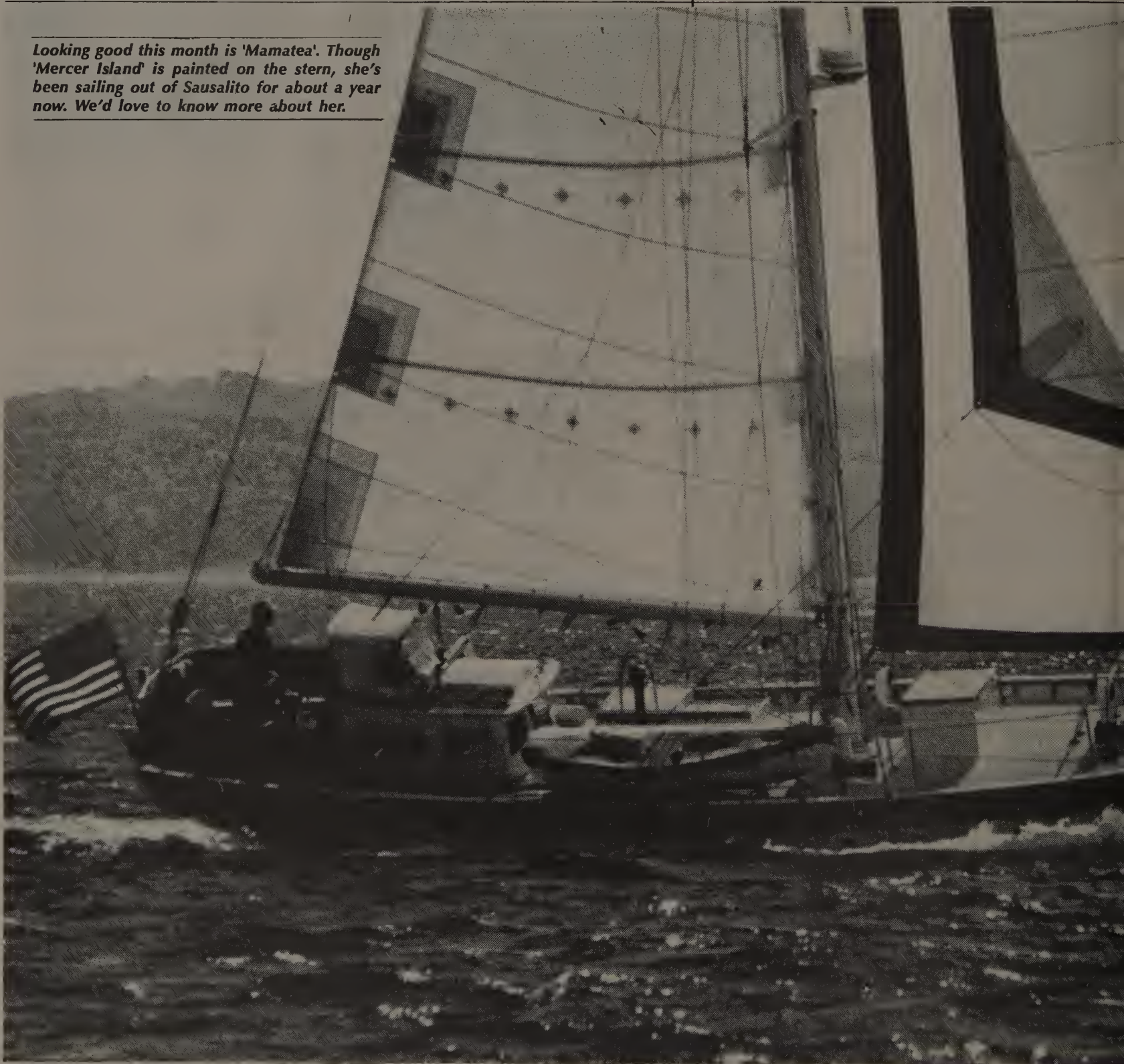
Also up for scrutiny are the commercial swim-with-dolphin programs which have soared in popularity. There are reports that the captive dolphins have become ill as a result of being part of such programs.

cont'd next sightings page

boms are

Since running an index to our 'Boat of the Month' features in the May issue, we've received more than 150 requests for reprints. Care to venture a guess as to the most requested class? It's one of the following: Islander 36, Santaria 22, Coronado 25, Santa Cruz 27 or Cal 2-27. Give up? The big boat of that group, the Islander 36, was the big winner in reprint requests, followed in the top five by the other designs in the order listed. More surprising to us, we received one or more requests for every one of the 38 one-design classes that have been featured in

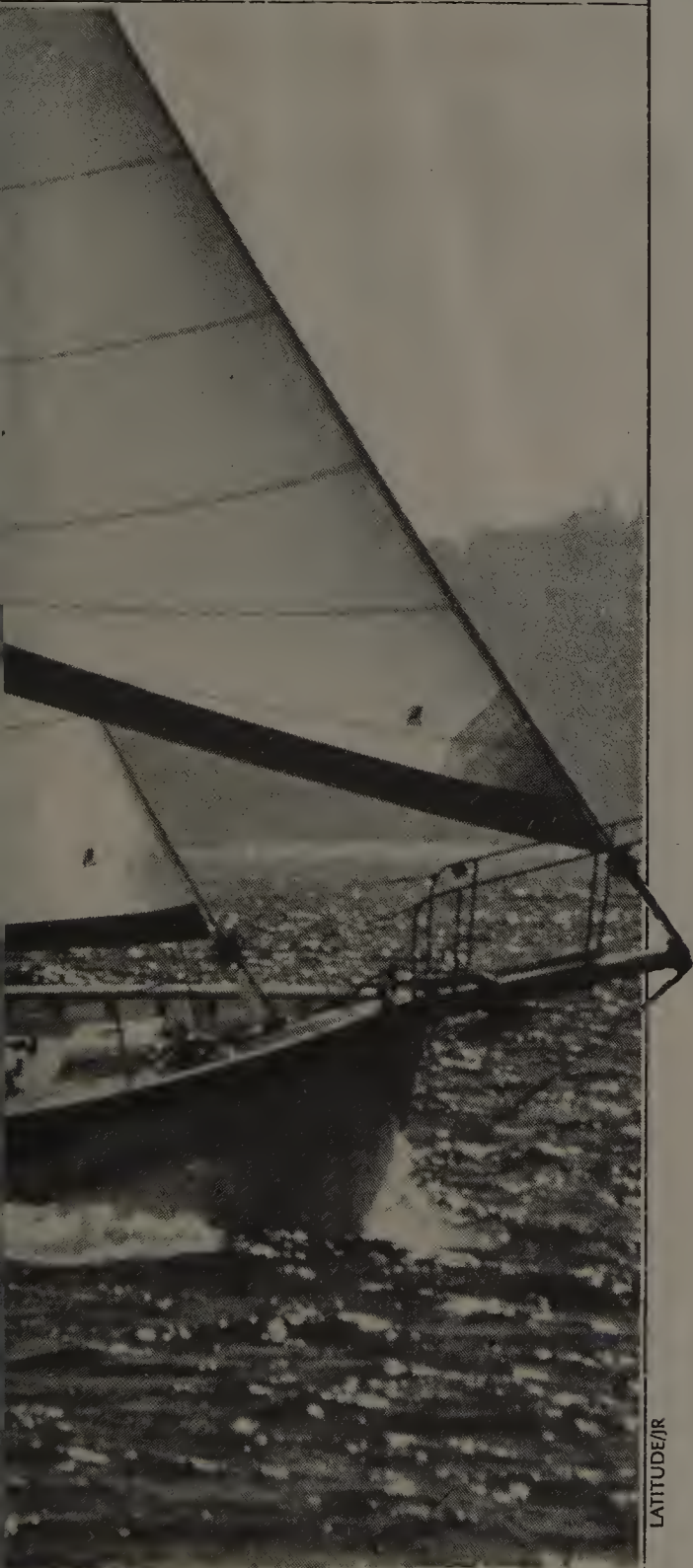
Looking good this month is 'Mamatea'. Though 'Mercer Island' is painted on the stern, she's been sailing out of Sausalito for about a year now. We'd love to know more about her.



no bombs

our 'BOM' series, which began with the Bird in Volume 1, 1977.

If you've gotten this far and have no idea what the heck we're talking about, calm down. With all the races and other sailing events that start happening by the score in spring, the BOM series takes the summer off. Now that fall is in the air again, though, we've teed up another whole winter's-full of them for your perusal, starting with the calm, sedate Westsail 32 in last issue and continuing with the wild and crazy Moore 24 elsewhere in this issue.



LATITUDE/JR

short sightings — cont'd

OFF FT. BRAGG — From our "Never think it only happens to the other guy" file this month comes the apparent loss of *Illusion*, a 33-ft sailboat out of Oregon. In heavy going the morning of October 6 — 50 knots and 18-20-ft seas — the boat dropped off a rogue greybeard so hard that it blew several windows out of the cabin. Faced with rig damage and a lot of water below, singlehander David Carr put out a Mayday about 8:20 a.m. A Coast Guard helicopter hoisted him to safety about half an hour later. Despite an intensive aerial search, Carr was unable to locate the boat in the days following the incident, and she's now presumed lost. He's presently at work on an article for *Latitude* about what happened. In the meantime, we let the incident stand as a warning to local sailors that winter sailing in the local ocean can be extremely hazardous.

THE COAST — The annual and recently completed Coastal Cleanup yielded encouraging figures. Attendance for the September 22 Adopt-A-Beach cleanup was up to 16,000 volunteers from last year's 10,000. Those volunteers collected more than 306,000 pounds of junk, more than 47,000 of which was recyclable. A full third of that was retrieved from Alameda/Contra Costa shorelines alone, including 1,375 old tires that were taken to a Central Valley plant that processes them into fuel for energy production. The Coastal Cleanup, sponsored by the California Coastal Commission and a score of supporting organizations, is part of a national effort by the Center for Marine Conservation to stop pollution (via detailed record keeping) of pollution at its source.

RICHARDSON BAY — You think you have a commute? How would you like to cover 6,000 to 8,000 miles every year from your summer house in the Canadian Arctic to your winter home in the Caribbean or South America? That's just what millions of birds do in their annual migrations south for the winter. And that's why Richardson Bay closed to boating activity on October 1 and won't reopen until April 1 of next year. Its 900 acres of wetlands are an important rest stop — sort of the Stuckey's of the Pacific flyway — for upwards of 70,000 of those weary travelers every year. Want to know more? If you're not out sailing some weekend, throw the kids in the car and visit the Richardson Bay Audubon Center and Sanctuary at 376 Greenwood Beach Road in Tiburon (open 9 to 5 Wednesday through Saturday). Interesting exhibits and a special Sunday program will get you informed about this local 'slice of life' from Mom Nature.

SAUSALITO — A press release from the Sausalito Library reminds us that it and other libraries are a goldmine of information for sailors. As well as shelves of special interest books for us, for example, the Sausalito Library also carries charts, videos, magazines, boatbuilders' directories, tide tables, guides to marinas — even marine engine repair manuals and books on maritime law. "Think of us the next time you or someone you know has a boating interest a book can meet," says the flyer. "You may very well be pleased with what you find."

SAN DIEGO, CIRCA 1992 — Popcorn! Peanuts! The 1992 America's Cup is still 18 months away, but the circus is already gearing up in earnest. These days, you can't tell the players without a program. However, be happy none exists because it would only get you more confused — most information/rumors/lies about the upcoming A-cup are out of date almost before the ink dries. Accordingly, we'll spare you² (and let's face it, ourselves) from any lengthy discourse on the upcoming festivities. All you need to know is that between 3 and 3:15 the day this was written, there remain three 'official' defenders now that the plug has been pulled on Peter Isler's effort: DC's *Team Dennis Conner*, the *Beach Boys USA Syndicate* and the recently formed Larry Klein/Buddy Melges/Gary Jobson/Bill Koch collaboration, *America III*. Meanwhile, at last count, there were 12 syndicates from 10 countries in various stages of challenge preparation: England, France, Italy, New Zealand, Spain, Sweden, USSR, Yugoslavia and two apiece from Australia and Japan. The number of challengers is expected to dwindle in the next few months as reality sets in. More next month, maybe.

BIG BOAT SERIES '90:

Let's face it, things are looking pretty grim these days. War in the Middle East is looming; the economy stinks; our government is grinding to a standstill; even the Oakland A's just crashed and burned. It's a crazy, mixed-up world out there — which is all the more reason why this year's revitalized Big Boat Series, hosted by St. Francis YC on September 27-30, came as such a breath of fresh air.

"We've turned the corner after last year's dismal turnout," exalted Steve Taft, who along with USYRU vice president Tom Allen and Don Trask masterminded the popular new format. "The Big Boat Series is on the way back!"

Shortened to a four-day, six-race series, the 27th annual Tribal Gathering attracted 56 boats in eight divisions — making this the second biggest BBS in history (an all-time high of 67 boats raced in 1984). Picking up on what appears to be the trend of the '90s, this year's emphasis was on one design racing: four of the eight classes (ULDB 70s, J/35s, Express 37s and a 'wildcard' class, the Farallon Clippers) competed levelly, accounting for 34 boats.

Of course, there was handicap racing as well: 10 aging grand prix juggernauts competed in what may have been the last IOR regatta ever on the Bay, while 12 'pioneers' braved the first attempt at IMS racing in the Big Boat Series. But split into



'Will' power: Japanese Farr 40 owner Rouji Oda celebrates his victory.

four different small classes, the handicap battles lacked the intensity of the level racing. There were also some fundamental

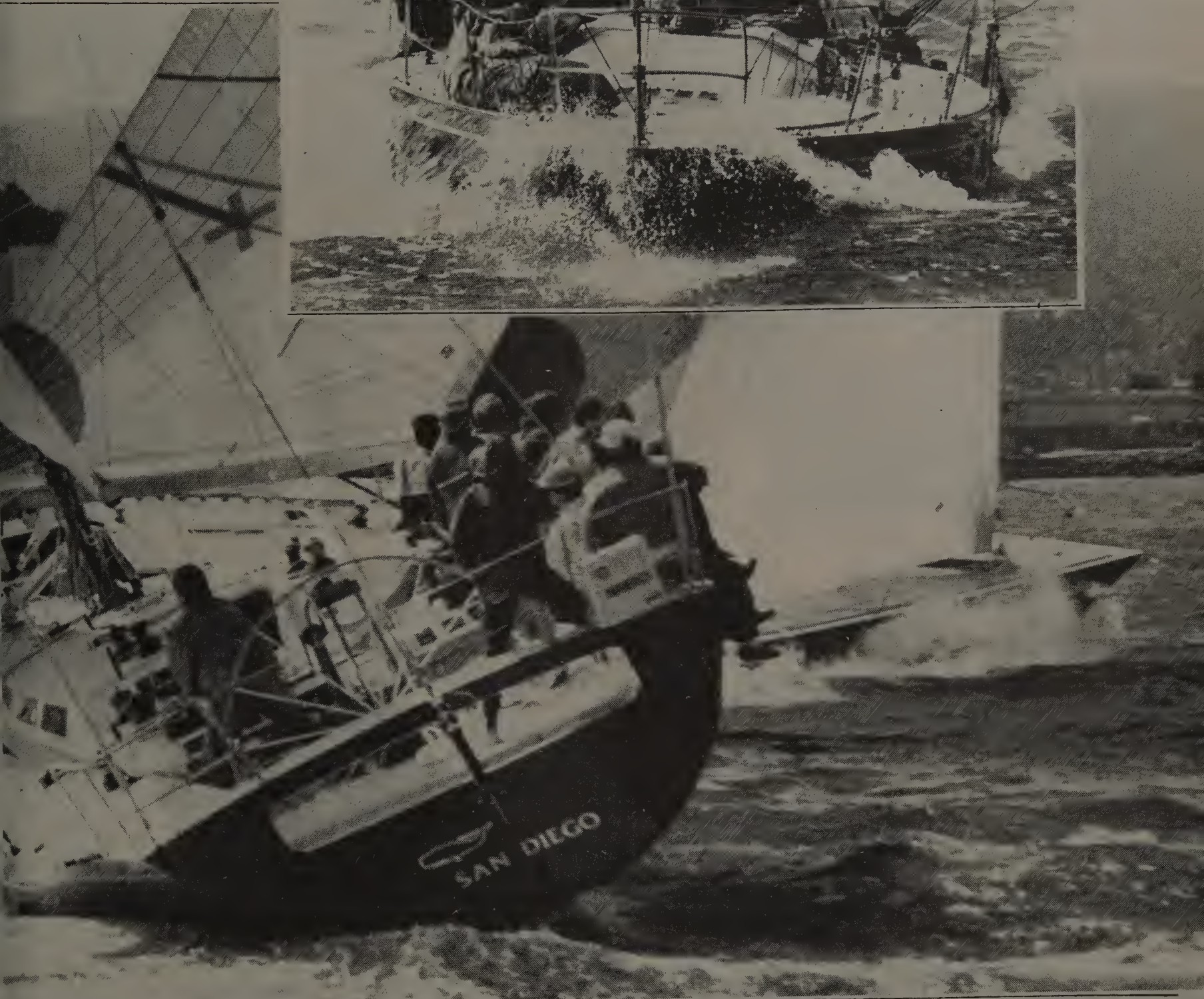
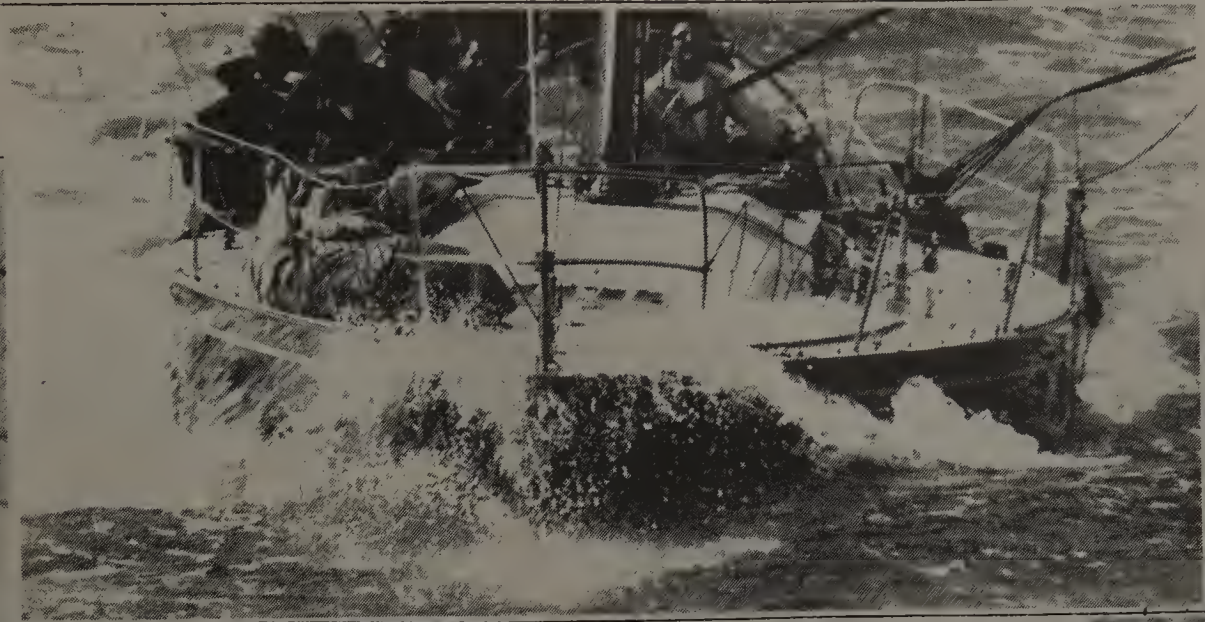


problems with the IMS handicapping system (more about this later).

Another noteworthy change this year was the simultaneous use of two race courses — the 'varsity' Southern Course, featuring familiar BBS Cityfront racing, and the new Northern Course, which ran mostly windward/leeward courses between Knox and the top of the Olympic Circle. All classes but the sleds and the Farallon Clippers (who used the Southern Course exclusively) flip-flopped between the two venues. By popular consensus, the Southern race track was the better bargain. "It was closer to the dock, had better committee work and offered the fairest conditions

and courses," observed Don Trask. "The Northern Course needs some fine-tuning, but we've identified the problems and won't repeat them in '91."

Shoreside activities this year were better than ever, despite the seemingly perpetual remodeling of the St. Francis clubhouse and the usual parking problems. The yacht club poured free beer Thursday night and champagne Sunday afternoon; Mt. Gay dispensed complimentary rum drinks and 750 red souvenir hats on Friday; and *Will J's* owner, Rouji Oda, generously hosted a knock-out sake and sushi bash on Saturday night, complete with ceremonial Japanese drumming. "I'm



Above, 'Chance' crosses 'Maverick' in front of the St. Francis clubhouse. Inset, 'Shockwave', a new convert to IMS, digs in deep.

thrilled to be here — this is better racing than the Admiral's Cup!" claimed Oda, a non-resident member of St. Francis and winner of the 'small' IOR division. "This is a great regatta. I am very happy to sail my own boat at my yacht club for the first time."

Oda wasn't the only one sporting a big grin throughout the moderately windy (14-26 knots) extended weekend. Long Beach's Mitch Rouse, whose yellow R/P 68

Taxi Dancer was DFL in last year's series after breaking her rig, was particularly elated. Rouse and driver Ed Lorence erased the memory of their '89 humiliation by destroying six other sleds with a near-perfect 1,3,1,1,1 record. It was a performance reminiscent of *Mongoose's* straight-bullet domination of the '87 BBS, and it was achieved much the same way — by configuring the boat for upwind work with a heavier, more 'normal' keel. Interestingly, *Taxi Dancer's* surgery somehow didn't sacrifice any of her abundant downwind speed, and she routinely won by margins of up to four minutes.

It was the first round-the-cans victory

for *Taxi Dancer*, which coupled with the aluminum N/M 68 *Maverick's* tie for second (technically a third on the tiebreaker to Davis Pillsbury's family-oriented SC 70 *Holua*) goes a long way to dispel the myth that Bill Lee yachts are invincible on San Francisco Bay. A trio of well-sailed SC 70s — *Blondie*, *Chance* and *Grand Illusion* — battled it out for fourth, leaving the rented *Mongoose* sailing around by herself at the back of the pack.

However, *Mongoose's* last minute charterer, Terry Kohler of Chicago, had an absolute ball driving the boat. As the president of North Sails' parent company, Kohler didn't have much trouble enlisting

BIG BOAT SERIES '90:



Robbie Haines to be his tactician, but the whole effort was "too-little, too-late" to be on the pace. Kohler, nonetheless, caught sled fever in a big way — rumor has it he's in the process of buying Don Ayres' SC 70 *Drumbeat*, with an eye towards giving Great Lakes sisterships *Stars* and *Pied Piper* some competition this summer.

Another happy competitor was Los Angeles' Larry Harvey, who steered his new *Abba-Zaba-Jab* to a runaway victory in the 12-boat J/35 class. Like Rouse, Harvey came to the regatta looking for a little revenge: a month ago at the NOOD Regat-

ta, he was tossed from first overall for a minor rules infraction in the last race. This time, Harvey and tactician Jeff Madrigali took no prisoners, putting together an untouchable 2,1,1,2,2,1 record. "It was nice to win the Big Boat Series again," allowed Harvey, who as usual gave the trophy to a crewmember. "I don't keep trophies. We nominate an MVP after each regatta, and he gets the pickle dish."

"We're having a lot of fun with this project. One design is the way to go," enthused Harvey, a former IOR and MORC hardball player (*Timber Wolf*, *Brooke Ann*,

Above, heavy traffic on the Expressway. Inset, 18 sailors on a 'Taxi' ride.

Crazy Horse, *Cowboy*, and *Babe Ruthless*). The cherried-out *Abba-Zaba-Jab* ("Compared to my previous super-stiff carbon fiber boats, the J/35 bends like an *Abba-Zaba* bar!" explained Harvey when queried about the boat's name) lives on its trailer between events; next stop is Key West in January. When not sailing in J/35 regattas, Larry hones his skills by racing his other boat, an Etchells 22.

A well-sailed Seattle boat, *Gadzooks*,

LESS IS MORE



poured it on in the stretch to snatch second away from Bill Fawns' *Redline*, which was steered by Don Trask. "Dragon pinned us on the wrong side of the course early in the last race; we never recovered," explained Trask, who took two of the three bullets that Harvey left on the table. Another local boat, Hal Shenson's *Pacific Express*, sailed by Chris Perkins and his brothers, took fourth.

The regatta doubled as the Pacific Coast Championship for the J/35s and the Nationals for the Express 37s. Winning the latter 10-boat class was Bill Ormond's

Pazzo Express, which aced the all-important last race when the pressure was on. Larry Doane's defending champion *Morningstar* was the only Express 37 to win two races, but inconsistency ("We got an eighth in the final race — what a comedy of errors!" confessed crewmember Carl Schumacher) was her undoing. "This was really close racing!" enthused 'Tactical Ted' Wilson, Ormond's tactician. "Five different boats got bullets, and going into the last race any one of them could have won it all."

"It was by far the hottest Express 37 racing the class has ever seen," stated Ormond, winner of three of the five Express 37 Nationals to date. "Often, the first four or five boats would finish in under a minute." *Ringmaster*, Leigh Brite's YRA season champion, won the first race of the regatta, but had to settle for second overall.

A six-pack of 38-foot Farallon Clippers, a 53-year-old local design, provided a 'time warp' sideshow to the main event. Besides bolstering the attendance, they did provide a bit of entertainment on the last three days (like the sleds, the FCs raced only Friday through Sunday, though one



Everybody enjoyed Friday night's Mt. Gay party.

race a day was their limit). "It was the first time I've had the chute out of the bag in five years," confessed *Debit's* Peter Culley, who happens to be the Commodore of St. Francis. The overall winner, *Cedalion*, belongs to StFYC Vice Commodore Karl Limbach — any further questions as to

how these classic woodies got invited to the Series?

The IOR racing was less than thrilling, especially for those advanced enough in age to remember the 'good old days'. *Blade Runner*, sailed by Bill Twist with many of his original 1984 crew, beat Jim Mizell's *High Risk* in a winner-take-all final race to claim honors in this seriously depleted three-boat 'big' IOR group. *Golden Bear*, raced by Rob Anderson and the UC Berkeley sailing team, finished a consistent third, often flying *Blade Runner's* old sails. The racing was a far cry from the '84 series, when the then-virgin *Blade Runner* blitzed a hot 13-boat class, with *Bravura* (now *Golden Bear*) second.

This time, however, *Blade Runner's* victory didn't come as easily. After losing the first three races to the Steve Taft-driven *High Risk*, Twist was forced to answer with a trio of his own bullets. It almost didn't happen: in the final showdown, *Blade Runner's* boom broke at the last windward mark due to operator failure at the hydraulic panel. "Half the crew, led by Dave Hulse and Hank Stuart, concentrated on splinting the boom with the spare spinnaker pole, while the other half sailed



'Blade Runner's' Dave Kresge checks the view during a mid-race 'sky ride'.

the boat downwind," related Twist. "The repair held together and we hung on to win. When the going gets wierd like that, you really find out how deep your crew is."

The smaller IOR class was a private battle for first between the Japanese Farr 40 *Will J*, hero of this summer's tragic

BIG BOAT SERIES '90:

Molokai Race, and Scott Easom's recently refitted Frers 41 *Bondi Tram*. New Jersey's David Clarke, who is putting together a Farr one tonner for the '91 U.S. Admiral's Cup team, chartered *Bondi Tram* in order to gain more sailing time in this size range. "The boat hit the water three days before the series, so I didn't have time to get the rating down," said Easom. "If not for that, plus putting the kite under the boat in one race, we might have done better."

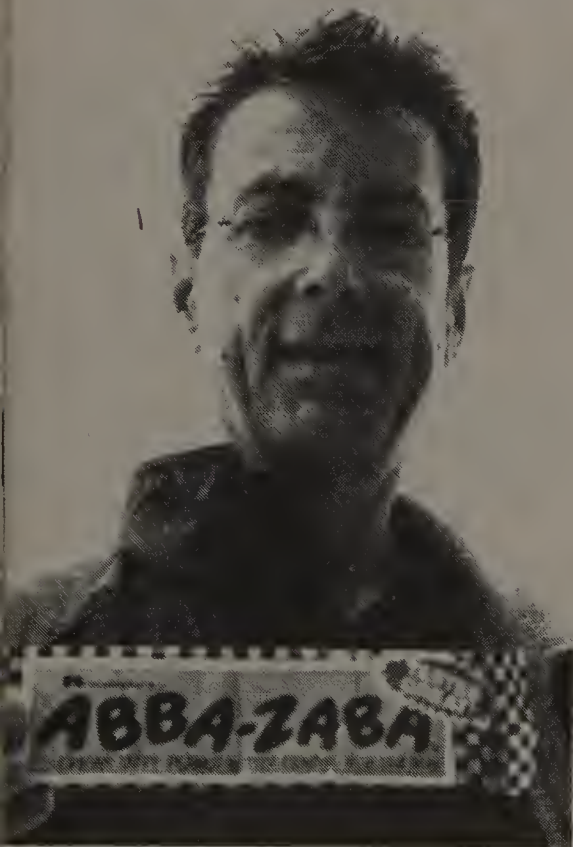
"Ken Read also sailed *Will* beautifully," admitted Scott. "He had a bunch of 12-Meter guys with him and their experience really showed. When their kite blew out, they replaced it in 15 seconds, I swear." The rest of this class followed in a firmly established pecking order: *Jazz*, *National Biscuit*, *Irrational* and *Coyote*. The Lidgard 40 *Defiance*, under charter to a group from Lake Tahoe, had a firm grasp on last place even before dismasting on Saturday.

The two IMS divisions, while arguably representing the future of big boat handicap racing, suffered from 'teething'

retrospect, that was a mistake," admits Tom Allen. "That system is oblivious to the currents, so by definition it's not going to work that well here. We're still learning about IMS; it'll be better next year."

The effect of using the 'implied' wind strengths was to skew the results in favor of little boats (the afternoon floodtide beats took longer, thereby dragging the wind-speed average down, meaning little boats are granted more time). It became painfully obvious that the system wasn't right when the results of Saturday's second race were computed using a 13-knot wind speed — when, in fact, it was blowing a steady 28 knots and gusting higher.

"The rule worked well enough in our class; we had some good fights with *Wave Runner* and *Perseverance*," claimed Sy Kleinman, whose Frers 58 *Swiftsure* won the five-boat 'big' division. "IMS has certainly given our boat a new lease on life!" Kleinman and his crew of 19 (the IMS crew limits were adjusted upwards for this



No longer 'Crazy' or 'Ruthless', Larry Harvey, owner/driver of the new J/35 'Abba-Zaba-Jab' says, "One design is the way to go!"

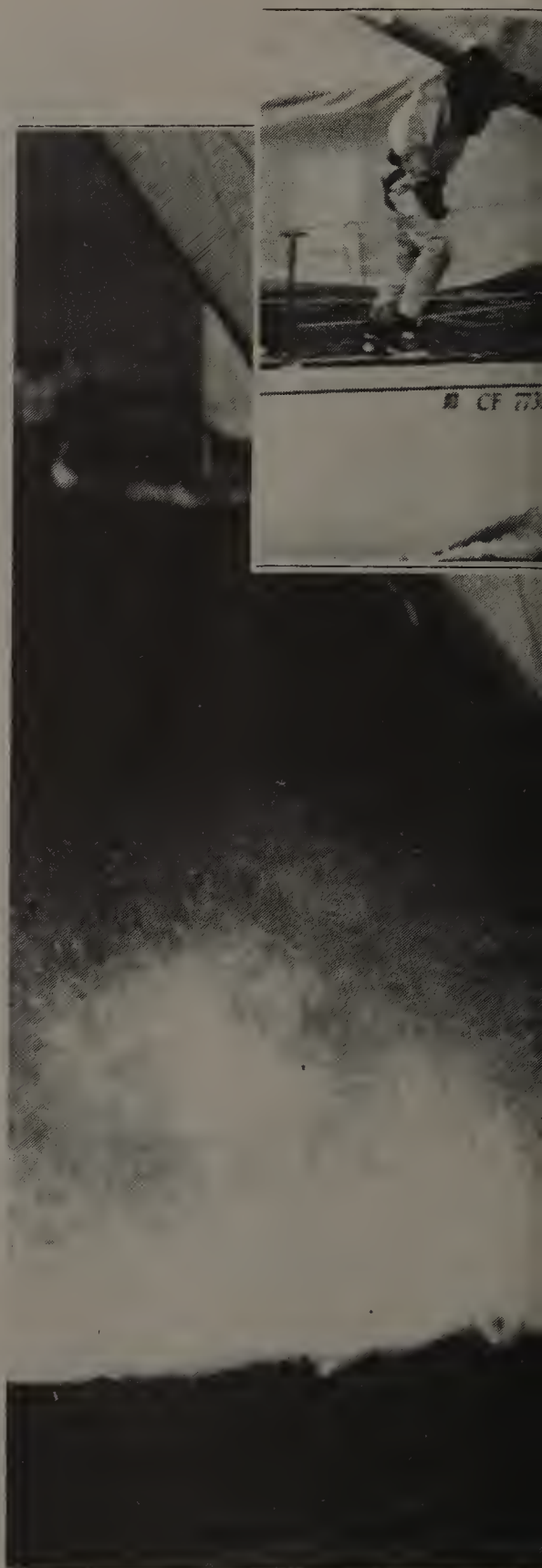
problems. For this rule to work, an average wind speed must be selected, either by observation or by backing into an 'implied' wind strength based on how fast the boats sailed the course. The latter method, which is less work for the race committee, was unfortunately chosen for this series. "In



'Bondi Tram's' bowman practices his starting technique for the 100 yard dash. Or is he about to moon the helmsman?

series) stumbled only once: "We were leading the fourth race, and went to the wrong finish line," laughed Sy. "None of our afterguard — Mike Rettie, Bob Klein, Paul Kamen, or myself — knew the course. Talk about a 'Maalox Moment'!"

In the smaller IMS class, the 'implied'

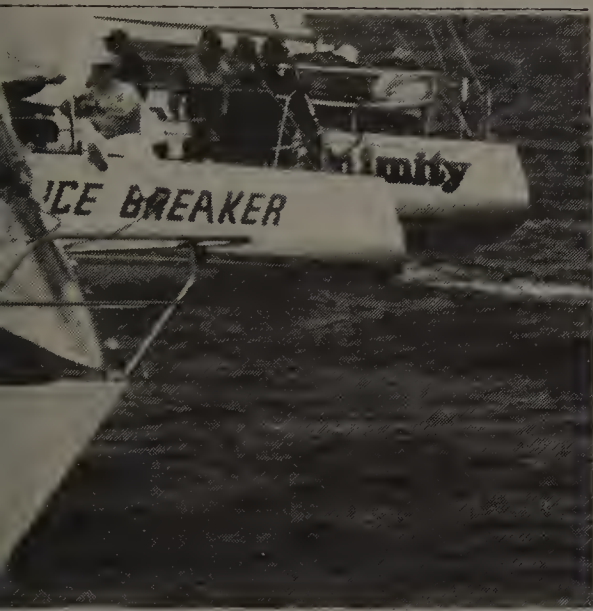


wind strength system didn't seem to work as well. Many J/44 sailors, for instance, felt that *Buddha Thumb*, Bill Dorsch's squeaky new Farr-designed Beneteau 45ft, was too highly favored. "We'd do everything right and still lose. . . it was ridiculous," claimed *Phantom's* tactician, Brad Dellenbaugh. "We decided the only way to beat Corlett (*Thumb's* driver) was to trap him at the start."

That's exactly what '89 Yachtsman of the Year and current America's Cup hopeful Larry Klein did, steering *Phantom* — Jack Clapper's equally new J/44 — right

LESS IS MORE

ALL PHOTOS LATITUDE/JR & ROB



Above, the Swan 59 'Perseverance' threatens to destroy our photo boat. Inset, J/35 action.

up *Buddha Thumb's* tailpipe at the last start. "We followed them around until Chris fouled us," says Dellenbaugh. In the subsequent rather bloody protest hearing, Klein's hunting tactics were found to be legal and the *Thumb* was given the flick, slipping from first overall to third. *Phantom* moved up to take the gold; *Gotcha*, a J/44 from down south, took the silver.

Of course, there's another side to the

story: "Larry Klein is a liar, and you can quote me on that," fumed Corlett, who recently joined forces with Trask at J/Boats. "I thought he threw the flag up just to rattle us — the encounter was insignificant. I was shocked Klein went through with it, and even more shocked when he went into The Room and lied through his teeth. If there had been any doubt in my mind I was wrong, I would have spun a quick 720°."

Next year's BBS will retain the new abbreviated '90s format and feature most

of the same classes plus the Santa Cruz 50s. "We're not a bunch of inflexible, arrogant old men sitting around a room smoking cigars," said Steve Taft. "The people putting this regatta on are sailors, and we're listening to what other sailors want. On the whole, I think we did a pretty good job of salvaging this thing."

We couldn't agree more. We can deal with all these crises in the Middle East, Congress and the Oakland Coliseum — but if the Big Boat Series had faded away, now *that* would have been a problem.

— latitude/rkm

BIG BOAT SERIES '90: LESS IS MORE

1990 BIG BOAT SERIES RESULTS

Yacht	Owner/Driver	Design	Yacht Club	Rating	1	2	3	4	5	6	Total
ST. FRANCIS											
1. <i>Taxi Dancer</i>	Mitch Rouse/Ed Lorence	R/P 68	Long Beach	70.00	1	3	1	1	1	N/A	6.00
2. <i>Holua</i>	Davis Pillsbury/Bill Menninger	SC 70	Newport Hbr.	70.00	3	4	2	6	2	N/A	17.00
3. <i>Maverick</i>	Les Crouch/Russ Silvestri	N/M 68	Lahina	70.00	5	2	3	3	4	N/A	17.00
4. <i>Blondie</i>	Peter Tong/Dave Ullman	SC 70	Long Beach	70.00	2	7	5	2	5	N/A	21.00
5. <i>Chance</i>	Bob McNulty/Dennis Durgan	SC 70	Los Angeles	70.00	4	1	7	4	6	N/A	21.75
6. <i>Grand Illusion</i>	Ed McDowell/Bill Peterson	SC 70	King Harbor	70.00	6	5	4	5	3	N/A	23.00
7. <i>Mongoose</i>	Terry Kohler/Robbie Haines	SC 70	Sagboygan	70.00	7	6	6	7	7	N/A	33.00
CITY OF SAN FRANCISCO											
1. <i>Swiftsure</i>	Sy Kleinman/Mike Rettle	Frers 58	St. Francis	555.6	1	1	1	4	1	2	9.00
2. <i>Wave Runner</i>	Lon Price/Craig Collins	Luffe 48	Richmond	571.5	4	2	2	1	3	1	12.50
3. <i>Perseverance</i>	David Lohrey/Greg Dorland	Swan 59	San Francisco	556.9	2	4	5	3	2	5	21.00
4. <i>Sangvind</i>	Jerry Jensen	Farr 48	Richmond	585.6	5	3	4	2	4	3	21.00
5. <i>Gitane</i>	Ron Ricker	Columbia 52	SBYRC	605.5	3	5	3	6	6	4	27.00
ATLANTIC											
1. <i>Phantom</i>	Jack Clapper/Larry Klein	J-44	St. Francis	574.7	2	2	3	4	1	1	12.50
2. <i>Gotcha</i>	Larry Amberg/Rick Learned	J-44	King Harbor	576.9	3	3	1	3	3	2	14.75
3. <i>Buddha Thumb</i>	Bill Dorsch/Chris Corlett	Farr 45	St. Francis	607.3	1	5	2	1	2	8	18.50
4. <i>Concorde</i>	N. Williamson/J. Buckingham	J-44	Newport Hbr.	575.8	4	1	4	2	4	4	18.75
5. <i>Shockwave</i>	Richard Cavalli/Steve Grillon	Frers 45	Santa Monica	593.9	5	4	5	5	8	3	30.00
6. <i>Bydand</i>	Max Gordon/Dave Hodges	Baltic 42	Richmond	613.0	6	6	6	6	5	5	34.00
7. <i>Infrared</i>	Craig Sharrow	Dav. 44	Sausalito	618.2	7	7	7	7	8	6	42.00
RICHARD RHEEM											
1. <i>Will</i>	Rouji Oda/Ken Read	Farr 40	St. Francis	30.59	2	1	1	4	1	1	9.00
2. <i>Bond/Tram</i>	Scott Easom/David Clarke	Frers 41	New York	30.79	1	4	2	1	3	2	12.50
3. <i>Jazz</i>	Rod Park/Malcolm Park	Beneteau 40	Richmond	29.99	3	2	3	2	2	3	15.00
4. <i>National Biscuit</i>	Collin Case	Schumacher 36	San Francisco	28.04	4	3	4	3	4	4	22.00
5. <i>Irrational</i>	Dan Donovan/Glen Viguers	Peterson 41	Santa Cruz	30.63	5	5	5	5	5	5	30.00
6. <i>Coyote</i>	Patrick Ciganer	Beneteau 40	Encinal	29.92	6	6	6	6	6	6	36.00
7. <i>Defiance</i>	B. Griffith/C. Cunningham	Lidgard 40	Tahoe	28.99	7	7	7	8	8	8	45.00
KEEFE-KILBORN											
1. <i>Blade Runner</i>	Bill Twist	R/P 47	St. Francis	36.85	2	2	2	1	1	1	8.25
2. <i>High Risk</i>	Jim Mizell/Steve Taft	Smith 43	St. Francis	33.09	1	1	1	2	3	2	9.25
3. <i>Golden Bear</i>	UC Berkeley/Rob Anderson	Frers 46	Cal Sailing	33.28	3	3	3	3	2	3	17.00
J-35											
1. <i>Abba-Zabba-Jab</i>	Larry Harvey	J-35	San Diego	N/A	2	1	1	2	2	1	8.25
2. <i>Gadzooks</i>	T. Willhite/P. Willis/K. Lorence	J-35	Shilshole Bay	N/A	5	3	2	5	1	3	18.75
3. <i>Red Line</i>	Bill Fawns/Don Trask	J-35	St. Francis	N/A	1	6	5	1	3	6	21.50
4. <i>Pacific Express</i>	Hal Shenson/Chris Perkins	J-35	St. Francis	N/A	3	2	3	8	5	2	23.00
5. <i>Current Affair</i>	Allen Bray/Howie Marlon	J-35	Encinal	N/A	4	4	4	3	4	9	28.00
6. <i>Uklyo</i>	J. Williams	J-35	Sausalito	N/A	6	5	6	6	6	4	33.00
7. <i>Ice Breaker</i>	Doug Taylor	J-35	Waikiki	N/A	7	9	8	4	8	5	41.00
8. <i>Equanimity</i>	Randy Paul	J-35	Santa Cruz	N/A	10	7	9	7	9	10	52.00
9. <i>Jackrabbit</i>	Don Hebard/Alex Kimball	J-35	Port Madison	N/A	8	8	10	13	7	7	53.00
10. <i>Dragon</i>	Richard Morse/Dave Willhite	J-35	Sausalito	N/A	9	10	7	13	10	11	60.00
11. <i>Kiri</i>	Bob George	J-35	Richmond	N/A	11	11	11	9	11	8	61.00
12. <i>Cosmic Muffin</i>	Tom Carlson	J-35	Sequoia	N/A	12	12	12	10	12	12	70.00
EXPRESS 37											
1. <i>Pazzo Express</i>	Bill Ormond	Express 37	St. Francis	N/A	4	2	3	5	2	1	16.75
2. <i>Ringmaster</i>	Leigh Brite	Express 37	Richmond	N/A	1	5	4	2	5	2	18.75
3. <i>Frequent Flyer</i>	Ted Hall/George Pedrick	Express 37	St. Francis	N/A	3	4	1	6	4	4	21.75
4. <i>Morningstar</i>	Larry Doane	Express 37	St. Francis	N/A	5	1	5	4	1	8	23.50
5. <i>Re-Quest</i>	Glenn Isaacson	Express 37	San Francisco	N/A	6	3	2	1	3	9	23.75
6. <i>Spindrift V</i>	Larry Wright	Express 37	Richmond	N/A	2	6	7	9	7	3	34.00
7. <i>Blitz</i>	George Neill	Express 37	Richmond	N/A	7	8	8	3	6	5	37.00
8. <i>Melange</i>	Stephen Chamberlin	Express 37	Richmond	N/A	10	9	6	7	9	7	48.00
9. <i>One Eyed Jack</i>	Jim Svetich	Express 37	Monterey Pen.	N/A	8	7	9	10	8	6	48.00
10. <i>First Class</i>	Rob Cooper & Lambert Thom	Express 37	St. Francis	N/A	9	10	10	8	10	10	57.00
FARALLON CLIPPER											
1. <i>Cedallon</i>	Karl Limbach	Far. Clipper	St. Francis	N/A	3	1	1	N/A	N/A	N/A	4.50
2. <i>Mistress II</i>	Dan Drath	Far. Clipper	San Francisco	N/A	1	4	2	N/A	N/A	N/A	6.75
3. <i>Credit</i>	Bill Belmont	Far. Clipper	Golden Gate	N/A	2	3	3	N/A	N/A	N/A	8.00
4. <i>Debit</i>	Peter Culley	Far. Clipper	St. Francis	N/A	4	2	4	N/A	N/A	N/A	10.00
5. <i>Patita II</i>	Michael & Peter Schmole	Far. Clipper	Golden Gate	N/A	7	7	5	N/A	N/A	N/A	19.00
6. <i>Mistress</i>	Jim Shubin	Far. Clipper	Bayview	N/A	7	7	7	N/A	N/A	N/A	21.00



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MEXICO PRIMER —

We used to love Cabo San Lucas. We spent time there on a number of different boats from the late '70s through



The old light on the dunes at Cabo Falso; what a beauty!

the mid-80s. It was a simple and rugged frontier town where the desert met the sea. While it had a kind of magic, it was also very 'real'. The waiters at the few luxury hotels, for example, always looked at you funny when you asked for utensils. They

Not having been to Cabo since 1987, we'd heard the horror stories: reckless development, stupid American theme bars, countless satellite TVs, grossly overweight gringos looking for another place to have visited — and a nearly completed big marina.

We visited again this October in order to update the *Primer*; and no doubt about it, Cabo has changed drastically. The one-time frontier town where drunken shrimpers used to throw-up all over themselves after drinking on the beach has been transformed into that rarity in macho Mexico: a lady's town. It's relatively clean, relatively safe, there are 'dress-up' places to go at night — and there's even some attractive merchandise in the stores.

And boy has it become Americanized! Cabo — and especially its youth — seem to have a lot more in common culturally with the San Fernando Valley than it does with La Paz or Acapulco. And how could it not? Despite the relentless building of new hotels and the expansion of old hotels, Cabo was booked solid for the entire summer. This at a time when San Jose del Cabo, La Paz and Puerto Vallarta were singing the off season blues.

There's a simple explanation. Cabo has charm and had low prices. Places like the new 300-room Las Glorias Hotel, which fronts the marina, were offering

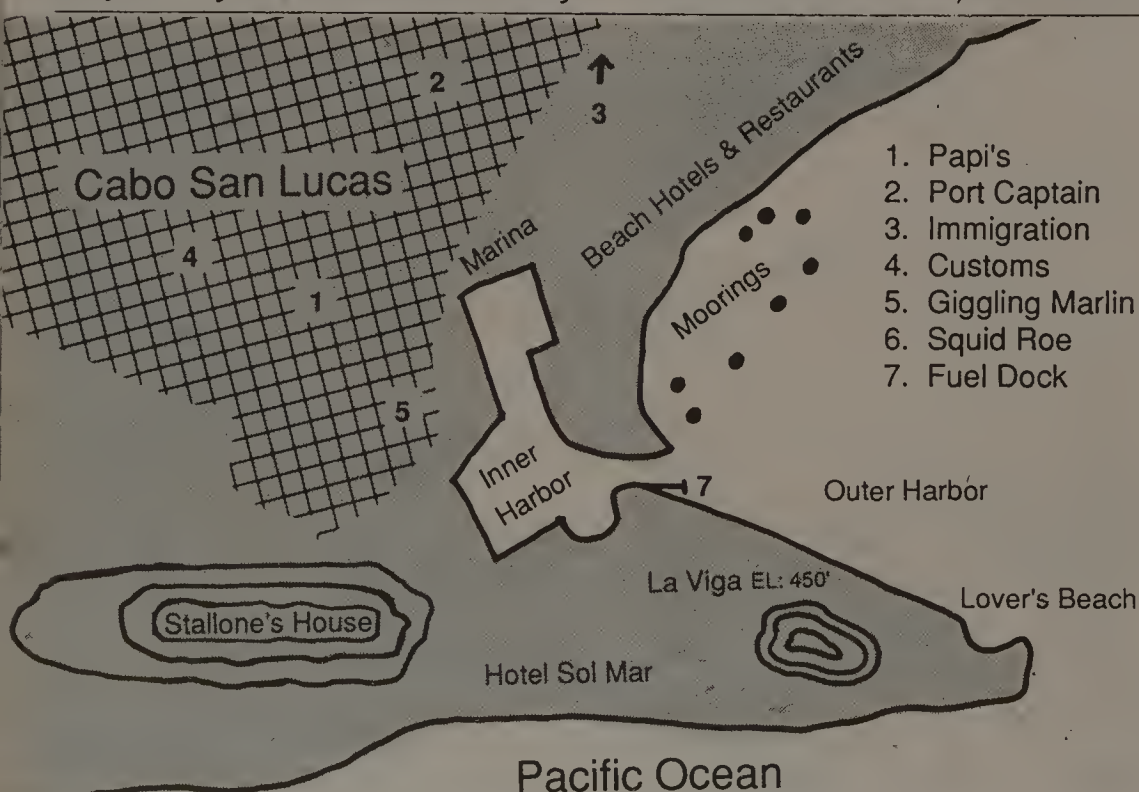


\$249 packages that included round-trip airfare from Los Angeles, four nights in a brand new (perhaps unfinished) hotel and a rent-a-car. As one Southern Californian pointed out, it is now not only quicker to get from L.A. to Cabo than from L.A. to Palm Springs, but it's also a cheaper vacation. (Don't expect any such largesse between now and next summer; in fact, figure it's going to be a struggle to get tickets and rooms at all. Friends may have to fly to La Paz and bus down.)

Yes, Cabo is different than she used to be. But like a daughter who we wished never had to grow older, we love her still.

Individual cruisers are going to react to Cabo differently. If you've gone cruising to abandon the rat-race, rediscover nature and seek the meaning of life, you may have trouble seeing the magic through the glitz. However, if you're able to accept Cabo for what it's become — an often boisterous young adult playground in a gorgeous setting — you'll probably enjoy a great couple of carefree weeks. If you're a lonely singlehander searching for an American woman fed up enough with life back home to consider casting her lot with an adventurous sailor, you might stick around a little longer.

No matter what your perspective, the



couldn't understand why you needed a knife or fork when you had tortillas right in front of you. Yeah, it was great.

With this highly-detailed map of Cabo, you can quickly and easily find everything and everyone you need.

PARTE NUMERO TRES



Ten years ago a cannery town, Cabo is now an upscale resort with all the trappings.

first thing anyone should do upon reaching Cabo is check in with Gil and Karen of Papi's Cruising Center (formerly Papi's Deli). The couple, who monitor VHF 22 twenty-four hours a day — are among the best friends first-time cruisers have in Mexico. While they run a restaurant, it seems like they spend most of their time and energy helping cruisers by answering the same questions over and over. Where is anchoring permitted? Do I go to the Port Captain or Immigration first? Where can I find a dentist? Are there showers? Is there anybody who can fix my refrigeration?

Some cruisers pose these questions over the Cabo Net, which runs Monday thru Saturday at 0800, but it's more fun to stop by Papi's on Hidalgo Street and ask in person. Especially since they offer a bargain 'Cruisers' Breakfast'. Last year, for example, coffee, French Toast and an egg cost \$1 U.S. With prices like that it naturally became a gathering spot for yachties.

When you show up at Papi's, gregarious Gil or Karen will have you sign up for *Latitude's* and Papi's *Some Like It Hot, California to Mexico Cruisers' Rally*. As part of the prestigious rally, you may or may not be able to get discounts at local

businesses — whatever Gil is able to work out with local merchants. You might even win a *Some Like It Hot* t-shirt. If you're



Kukoo, a good man, handles mechanical and electrical repairs. He has the only machine shop in Cabo.

unlucky, you can buy them as long as the stock lasts.

Papi's coordinates three weekly events

so cruisers can get to know each other: a volleyball tournament on the beach, a cruisers' potluck and a jam session at the Las Palmas restaurant. But that's just a start. "We use any excuse for a get-together," says Gil. "If someone has a birthday, we'll celebrate that; if someone catches a fish, we'll have a *cerviche* party; if there are a lot of kids, we'll organize a *pinata* party." They also show movies every few nights and sponsor cruising seminars on everything from weather to batteries.

Cruising isn't all fun and games, of course, and Papi's will help you out with the serious stuff. Gil coordinates almost any kind of repair through a number of sources like Kiwi 'Doc' Ross (who's been around for years), and Ken Hansen and the Pisces Fleet handle diesel repair. Montoya does refrigeration work. Kukoo does mechanical and electrical. Esteban and 'Ground Control' do radios and other electronics.

"Unlike the States," Gil claims, "these guys look at the problem for free and then bid by the job rather than by the hour. If they can't fix it, they don't charge you." Gil naturally takes a little bit of the action, but first-time cruisers and those not fluent in Spanish are usually more than happy to pay a little extra.

Probably the first thing you'll want

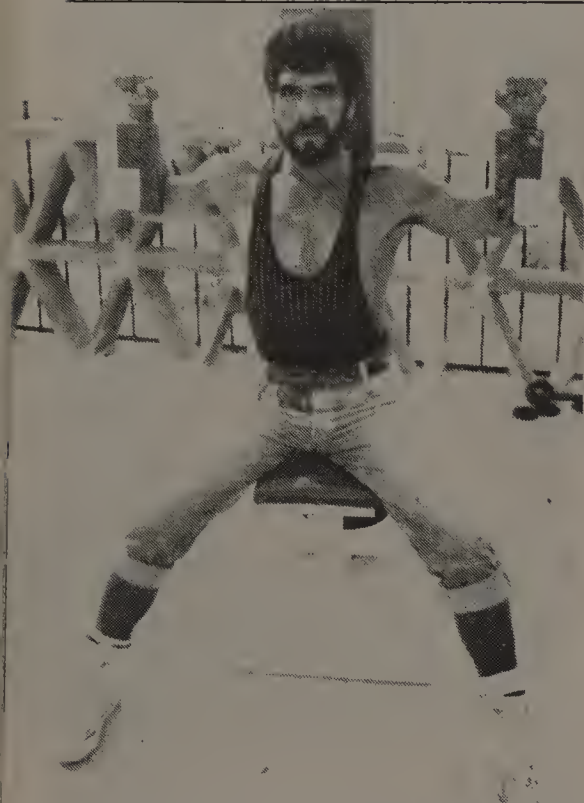


After midnight things really begin to happen at Squid Roe.

to know when you reach Cabo is if there's any place you can anchor free. At various times in the past there has been space in both the Inner and Outer Harbors; but with a big new marina in the former and mooring buoys strung along the latter,

MEXICO PRIMER —

you'll need to check with Papi's on what the Port Captain is allowing at the time you arrive.



Tony works out at Ozzy's Health & Fitness Club at the beach. You can join for \$40/month and use all the latest equipment.

We don't have current rates for the mooring buoys, but in the past they have been between \$10 and \$15 a night. Call Cabo Moorings on VHF 69 for current rates and availability. Note that some moorings are quite a ways from the Inner Harbor and that it's often dangerous to land a dink on the east end of the bay. If you have a small dink, a distant mooring may not be to your liking. Then, too, the farther east the mooring, generally the more apt it is to be roly.

Cabo Isle Marina Manager Dave MacRoberts tells us that the first boats were allowed into the marina on February 1 of this year, and the J Dock filled up in a single day. More boats have been let in, but as of early October water and electricity were still not available. Water was expected very soon and electricity a little later, but a cautious MacRoberts — made so by many delays — insists "I never give any dates." He did, however, say that "the docks are the finest, state-of-the art docks you'll find anywhere".

While 400 boatowners had asked for reservations for the 300 slips — almost all of which are now useable — MacRoberts had no idea how many boats would actually turn up. The pricing is based on Southern California rates and is not cheap: It's almost \$14 a day for a 30-footer, then an additional 50/cents a foot for every foot

over 30 feet. Monthly and yearly rates are lower.

Two sets of restrooms for both men and women, with three toilets and three showers each, were expected to be operational by November 1. The marina also has a laundromat and a pump-out station. By next year they hope to have a deli/chandlery, a swimming pool and a big Travel-Lift and boatyard. Once again, everything is subject to change, so check when you get to Cabo.

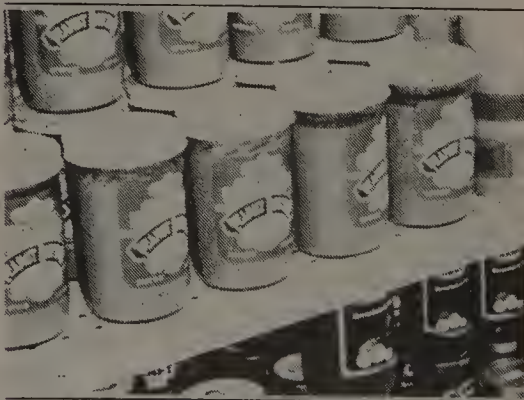
A tip to guys cruising with women they'd like to keep onboard: after a long sail down the barren coast of Baja, a couple of nights in the marina at Cabo might be a shrewd investment.

The two big frustrations in Cabo revolve around the difficulty in taking on fuel and water. Fuel — unless you're going to jerry-jug from the Pemex station — can only be had from the cannery pier, which requires anchoring off and backing down — and long waits. It's the same story for taking on water — unless you've got a watermaker and/or the marina water has been hooked up.

MacRoberts says the marina would be interested in operating a fuel dock if the Mexican government would like them to. That's a great idea, but it's sure not going to come to pass this season.

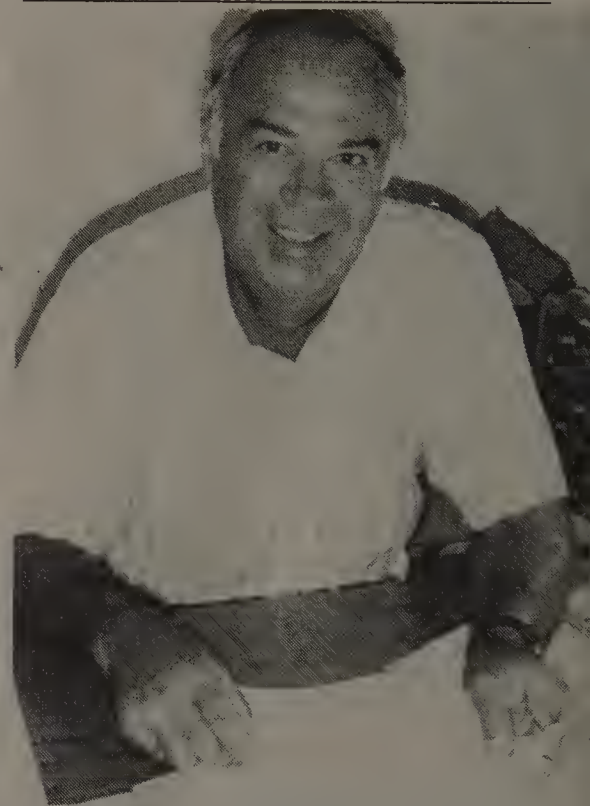
What's no longer a frustration is shopping, thanks to the opening of the big supermarket in Aramburo Plaza. As reported in last month's *Changes*, this brilliantly lighted and well-stocked facility is right out of California. The only exception is the meat department, which the

There's no longer a shortage of peanut butter — or any other 'American products' — in Cabo San Lucas.



squeamish might find a little gross. But you won't find clerks carrying skinned cow's heads down the aisle like as they do in the mercados.

You'll miss a lot, however, if you do all your provisioning at the Supermercado.



Dave MacRoberts, manager of the marina at Cabo San Lucas.

The bakeries are still great and there are some little places with exceptional produce a few blocks up into the 'Mexican' section.

So what's to do in Cabo? The following is *Latitude's* 'must do' list for 'back to nature' cruisers.

1. Take a sunrise stroll along the beach at Cabo Bay or to the top of 450-foot La Viga. While the sportfishing boats may sometimes obstruct the view, watching the sun rise out of the ocean is something you'll long remember.

2. Meditate on the warm, dry winter climate. Cabo is the only place on Baja that stays warm throughout the winter, and the air is soft and clean. There's nothing wrong with the water, either.

3. Visit the *al faro viejo*, or old lighthouse, built on the sand dunes at Cabo Falso. Unless you're a marathon walker, you'll want to rent a scooter or quad. You'll have to stop and ask directions about three times from the *barrio* folks — this is part of the fun — and then pass through a barb-wired area that says 'no trespassing'. There's actually three lighthouses: the old one on the dunes, a crumbled one up on the peak, and the newest one next to the crumbled one. All offer wonderful vistas of the blue Pacific, the windswept beaches and the barren Baja desert.

As with all walks in Mexico, bring a bottle of water.

4. Take the dink over to Lover's Beach for sunbathing, swimming and

ALL PHOTOS LATITUDE/RICARDO

snorkeling. These twin beaches, one on the Pacific side, one on bay side, have been the backdrop for *Sports Illustrated* swimsuit features and many other fashion spreads. A very popular tourist attraction, it's best to go early or late in the day.

Caution: swimming or body surfing on the Pacific side can be very dangerous, as the beach is steep and the waves crash almost directly on the sand with spinal-cord-snapping ferocity.

5. Walk the deserted stretches of the beach between the Sol Mar Hotel and Cabo Falso. Only a few hardy souls make the effort to enjoy what's easily some of the most dramatic scenery on the Mexican coast. It's walks like this, particularly at sunset or under a full moon, that bring out that old Cabo magic.

5. Have a Happy Hour cocktail at Hotel Finisterre's Whale's Tail bar. The view of the Pacific is spectacular at sunset.

6. Dine at the cart vendors or back street taco joints. Our favorites are the poorly-illuminated vendors northwest of Lazaro Cardenas, the main street, where the locals gather to chat and dine. Sample as many different varieties, especially the fish tacos, and notice the subtle differences in the salsas. Ummmmmmmm, good!

Those of you not completely opposed to socializing and a little upscale Mexico might consider:

7. Climbing the 128 circular stairs of the fake lighthouse at the huge Las Glorias Hotel. You'll probably be accosted by 20 people trying to sell you time-shares or a condo, but the climb is free, fun and offers a great view of the marina.

Dirty old men and singlehandlers should bring along binoculars as the 'lighthouse' also offers an unparalleled view of the Las Glorias pool. They may have outlawed G-string bikinis in Florida, but Southern California women, who through a combination of heroic efforts in health clubs and state-of-the art cosmetic surgery have sculpted their bodies into perfection, wear them with pride.

8. The Melia Hotel on the beach has a great foyer with a towering ceiling and an even better swimming pool. You swim around the upper level until you work up a thirst, ride the slide down to the lower level's in-the-water bar. No, this isn't what you went cruising for, but the first couple of times it's a lot of fun.

(Incidentally, the Melia has two genuine grass tennis courts. If you've got a racquet and a will, there's probably a way.)

9. Join the Happy Hour Trail with



It's 123 heart-pounding steps to the top of the 'lighthouse' at the Las Glorias Hotel.

cruising friends. With a bar every four feet, cocktail competition is stiff in Cabo and great deals abound. Careful though, as these can be turning points in lives: are you going to be a cruiser or an alcoholic?

10. Leave the boat in the marina and take the bus — or ride with a friend — up to La Paz. It's good to get off the boat from time to time, and the Baja country-side and buses are something no cruiser should miss.

If you're 'we're out to have a good time' cruisers or under 30, you'll want to step up the social pace with:

10. A visit to the Giggling Marlin between 2100 and 2400. You and each of your friends can then take turns imbibing

the house special. This involves having a waiter perform the following on you: place a huge Mexican hat on your head; pour 7-Up into your mouth, spilling much of it all over you; pour a shot of tequila (from the bottle in his holster) into your mouth; and finally, hold your mouth shut while vigorously shaking your head. Yes, it's stupid and irresponsible, but at least you probably won't be getting behind the wheel of a car.

After a few rounds of this you hang each other from the marlin scale.

11. At midnight the action generally moves from the 'Gigolo' to Squid Row, where the staff uses anything for an excuse to get up on the tables and promote chaos. It's all good-natured, but as you might expect things can get a little out of hand. Last year folks were getting arrested most every night. If you stay on the fringes, even that can be pretty entertaining.

Party animals and/or glamorous young adults who somehow got stuck on their parent's boat might:

12. Try the place across the street from Squid where they have the jungle bridge over the dance floor and the big slide. But women should be careful. Spike heels get caught in the dance floor grating and men look up skirts when women walk the jungle bridge. Everyone wishes they'd turn the damn smoke machine off.

13. For the ultimate in glitz, try Cabo Wabo, Van Halen's MTV-style L.A. dress up nightclub when the bouncers chuck people out who sit on the edges of the furniture. This is *definitely* not the reason most people go cruising.

If you're still on your feet, you can choose from about four other flashy nightclubs that were threatening to open any day.

Unfortunately for Cabo, there are no decent anchorages nearby to spend the night or sail with guests. About the best around is a daysail up to Cabo Falso and perhaps a nice spinnaker run back down. In any event, Cabo is mostly a place to catch your breath after the long sail down from San Diego and get ready for your next passage.

A few folks always head up to La Paz in December, and we think this is a big mistake. Our advice is to head south to the mainland where it's warm. If you won't be headed to the South Pacific, we suggest you sail all the way down to Z-town or Acapulco and then slowly work your way back up the coast.

— latitude 38

PAUL ELVSTROM —

Who was your childhood hero? John F. Kennedy? Eleanor Roosevelt? Timothy Leary? Imagine having the chance today, 25 years after you thrilled to their words or deeds, to get a chance to be alone with him or her for an hour. Imagine having the license to ask any question you want; to share with them the role that they may have played in your development as a man or woman; to thank them, perhaps, for carrying the mantle of fame that inspired you to achieve your own goals, your own visions.

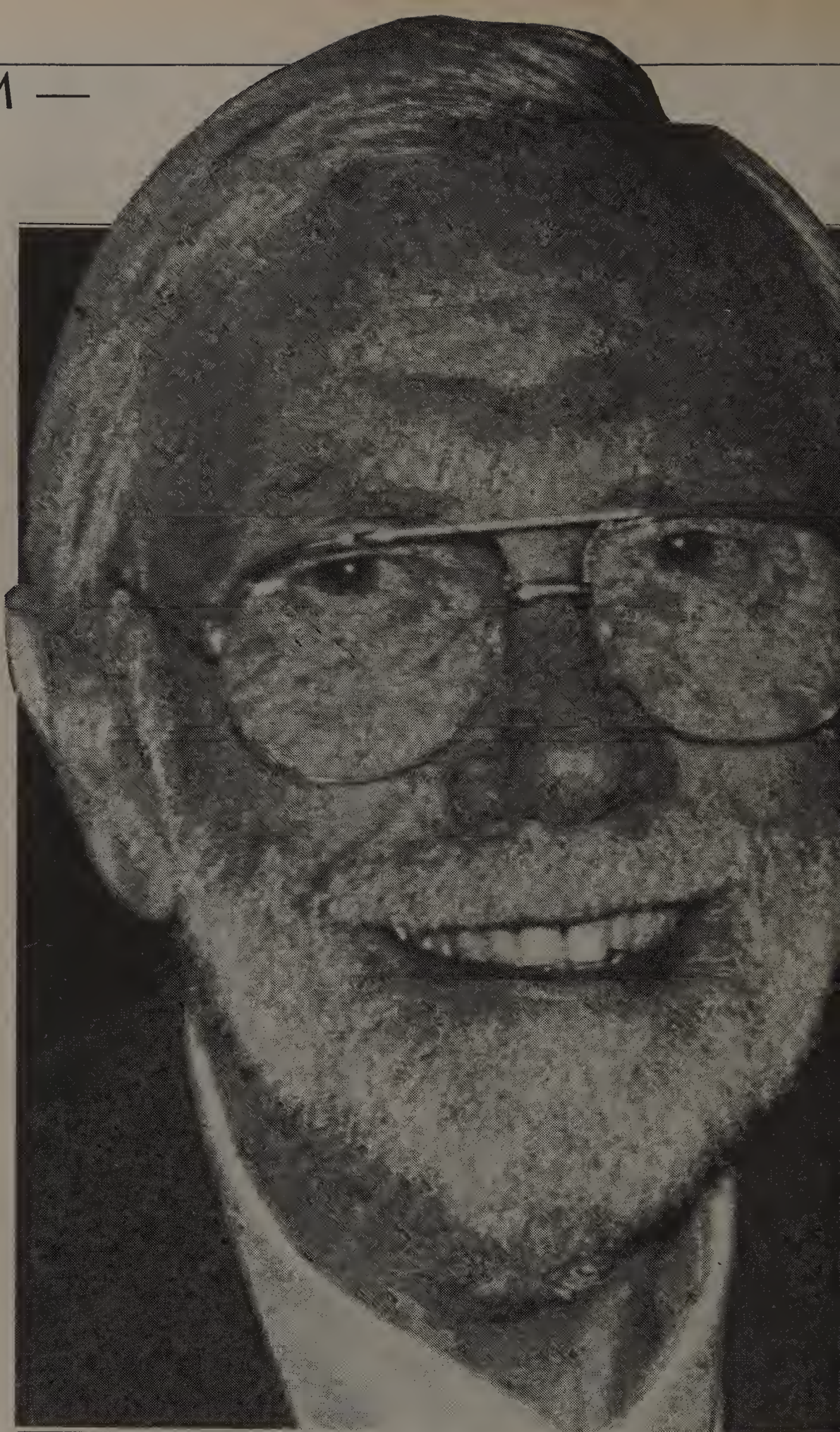
I had two such heroes. One was Willie Mays, the greatest centerfielder who ever put on a glove. Nearly every American of our generation knew of him (although some were silly enough to think that Mickey Mantle might have been better).

Being a sailor, my second luminary was not a household name. In fact, most Americans wouldn't know him if they were stranded one-on-one with him in a broken elevator all afternoon. He is Paul Elvstrom, sailing's one and only 'Great Dane', who between 1948 and 1960 brought home to Denmark no fewer than four Olympic gold medals in the singlehanded class and more than a dozen world championships in the Finn and other one design classes. Ask anyone who's anyone in sailing to name the world's greatest racing sailor and — with all due respect to Lowell North, Buddy Melges, Dennis Conner and others — 9 out of 10 will say Paul Elvstrom.

Twenty years ago, it would have been 10 out of 10. Back then, no one else even came close. Elvstrom was the Dalai Lama, head guru, crowned king and lifelong potentate of international sailing competition. He changed one design sailing from a gentleman's sport into an athletic event, pioneering training and boathandling techniques that have endured to the present. He devoted his life to sailing and making boats go faster by better use of sails and equipment. Today, he remains the sailor against which all others are still judged, but which few can hope to match.

During the seven years that I campaigned a Finn myself, I constantly held myself up to his shadow. I poured over his books and pictures of him sailing the Finn, looking for clues. I bought a Finn made by his company. I tried to emulate his commitment, but always found myself coming up short. After attending two Olympic trials and three world championships with less than encouraging results, I came to the regretful conclusion that I was not another Paul Elvstrom. Yet somehow, because of him, I felt stronger — it was his inspiration that made me strive higher for my goal than I ever might have on my own.

Elvstrom has visited San Francisco



twice. The first time was in 1975, when Don Trask invited him to attend a Laser regatta. In fact the event, still going, is named after Elvstrom. During his stay, he gave a talk at a junior high school auditorium in the Marina. I remember attending that night and going up to shake his hand afterwards, thrilled to have actually seen him in the flesh.

The Great Dane returned this year, again at the request of Trask, who first met Elvstrom

The Great Dane, Paul Elvstrom.

at the 1966 Star Worlds in Kiel, Germany. For the past 12 years, Trask has hosted a Masters Regatta for older skippers and crew. He offered Paul a boat and the sailing legend agreed to come.

Now 62, Elvstrom no longer cuts the imposing figure he once did. The shoulders

A CONVERSATION WITH THE MASTER

are still broad, but his once-robust body has thinned out and begun to stoop with age. His hands, however, are still strong and calloused.

In his book *Elvstrom Speaks on Yacht Racing*, published in 1969, Paul wrote that as

"I was born to the sea," he says.
"I saw people racing and felt I could
do it better."

He wears his snow-white hair and beard short. Once a wearer of glasses not unlike Malcolm X's, his thick spectacles now have the tear-drop aviator look.

Much more compelling than his looks, however, is Elvstrom's demeanor. He is shy, almost painfully so at times. He hates cocktail talk, yet suffers it politely. His face masks most emotions and he talks sparingly to strangers. Yet he has a smile that bursts forth like sun breaking through the clouds, bringing his face to life for a second before he retreats back into his shell.

So it was with more than a little trepidation that I approached Elvstrom at the post-race cocktail party and asked if we could talk. Trask had warned me that he might not want to. Elvstrom was most cordial, however, and we adjourned to an empty meeting room at the St. Francis YC. For those who think dreams never come true, take heart.

But where to start? His four Olympic gold medals, one in the Firefly and three in Finns? His world titles in 505s, 5.5 Meters, Soling, Stars, Snipes, Flying Dutchmen and quarter tonners? His sailing inventions like the self bailer and racing lifejackets? His career as a sailmaker and designer? His most recent Olympic campaign in Korea sailing Toronado catamarans with daughter Trine? His bouts with depressions and nerves that forced him out of competitive sailing during the '60s? His current life?

We started at the end. Today, Elvstrom sails mostly by himself, cruising the waters near his home in Hellerup, Denmark in a recently-bought 25-ft trimaran. He enjoys the serenity of solo sailing, yet his hands still trim the boat for peak speed and his mind still strives for ways to make the boat just a little bit faster. Old habits die hard.

a child, "I was 'word blind'. I can't read and I can't write. I get a headache and then I can't think. In school I was the worst in the class. I was not lazy, but I just couldn't read. It was such a big handicap for me."

Perhaps in today's world, a young Paul Elvstrom would have been diagnosed as learning disabled or dyslexic. With modern teaching methods, he might have well have overcome the problem in a few years. Instead,

ended at the seawall and his mother, widowed when Paul was 8, preferred that he spend time on the water rather than the streets. It must have taken courage on her part: her firstborn son fell off the seawall at age 5 and drowned.

"I was born to the sea," Elvstrom told me. "I saw people racing and I felt I could do it better."

He started his career at age 9, and even his surviving brother, who was 12 years older, soon realized that little Paul had 'the touch' on the tiller.

"He always crewed for me," says Paul. "He knew I was better."

Ten years later, Elvstrom represented Denmark at the 1948 Olympics in Torbay, England. The only encouragement his countrymen offered before he left was, "Just don't come in last." He didn't. Sailing in the 12-ft Firefly, the shy youngster overcame his 'complexes' and won the final two races to capture the gold medal.

The major lesson Elvstrom learned at those games was that he and all his competitors were woefully deficient in terms of physical conditioning. He won that first gold medal by superior tactics. Four years later, in Finns, he demolished the competition with superior strength.



In his first time ever aboard a J/24, Elvstrom's 'sixth sense' of what the wind's up to garnered him a 1st in race four and 3rd in the series.

he chose to excel outside the classroom. Naturally athletic, most sports came instinctively to him: running, soccer, skating, skiing — and especially sailing. His front yard

Like all great practitioners, Elvstrom often jumped to the next level of performance by analysis and hard work. Other times, he simply made fortuitous mistakes. During one windy race at the 1952 Helsinki Games, he missed his hiking strap and fell overboard. In

PAUL ELVSTROM —

those pre-polypro days, he was wearing quite a few sweaters to keep warm, and they were instantly soaked.

Paul scrambled back aboard. Hiking out again, he soon discovered that the extra weight of the water trapped in the wool was making him faster, and he went on to win the race. The concept of wearing extra weight was born.

Elvstrom regained his Olympic crown in 1956 and again in 1960. At the latter, however, the strain of being number one for so long finally took its toll.

"I felt a lot of pressure," he says. "I felt I could never really win anymore. I could only lose."

Englishman Richard Creagh-Osborne, a fellow Finn sailor and editor of some of Elvstrom's books, describes the ensuing episode at Naples, Italy, as a nervous breakdown. Elvstrom himself describes it as a combination of nerves and problems with the Italian food. Whatever it was, it prevented the Great Dane from starting the final race.

A three-year hiatus from competition brought his life back into balance. He worked on his sailmaking business. He watched others race and studied the sport with a more dispassionate eye. Finally, when he started to miss competing, he decided it was time to reenter yacht racing — but only by promising himself to do it for fun.

"Did you keep that promise?" I ask.

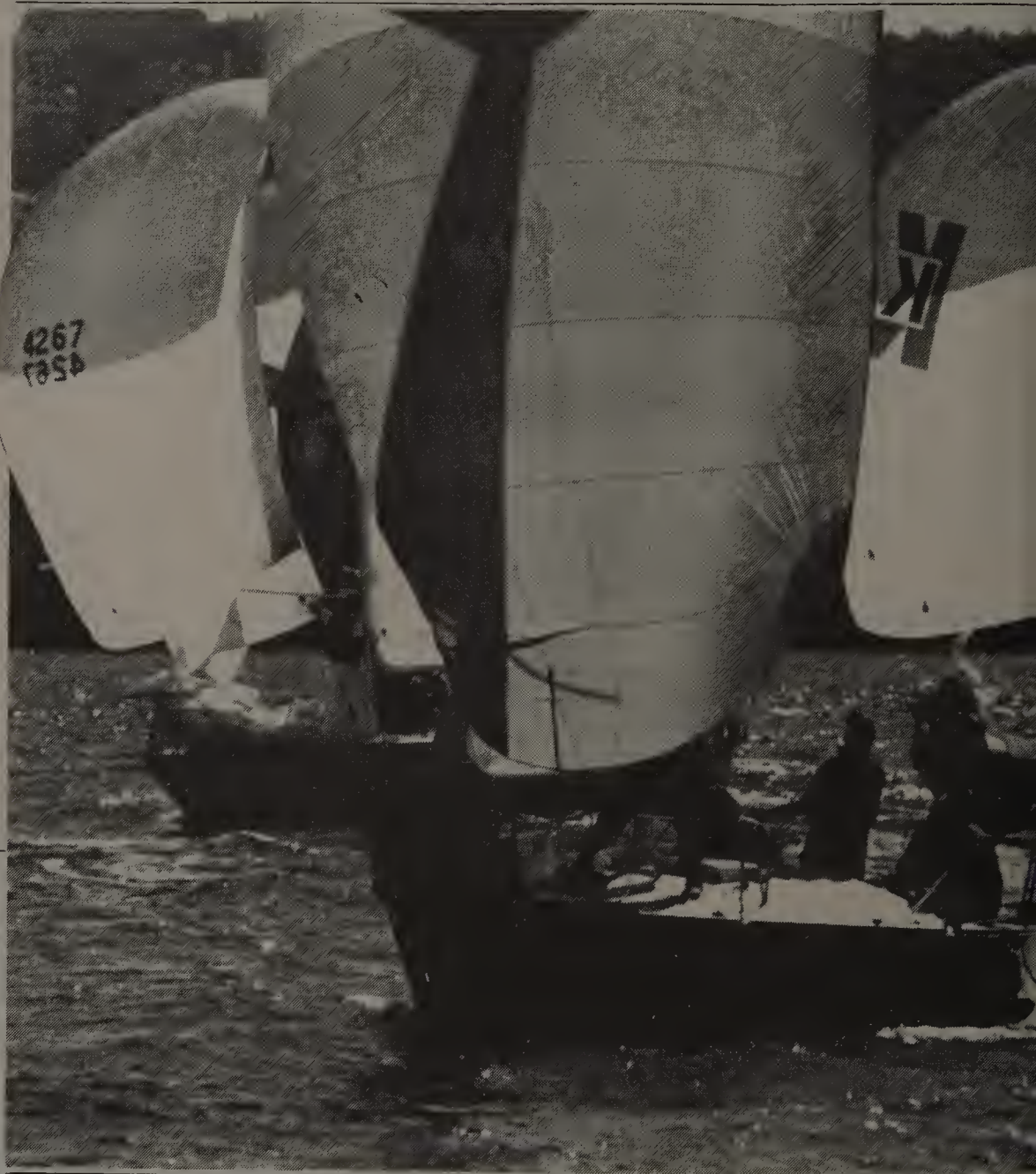
"Yes, almost" he replies.

Using the expertise and knowledge he had gained in the Finn class, Elvstrom branched out into other boats. In 1966, he made a bet with his friend John Albrechtson that he could

win three world championships in one year. He narrowly missed the first in 505s, coming in second while steering the boat from the trapeze — a first in that class. From there he jumped to the 5.5 Meter and won handily. Finally, he moved to the highly competitive

Star class and won there, too. Just to prove it wasn't a fluke, he won the Star Worlds again in 1967. His reputation as a master helmsman was solidified.

With new wins, however, came old pressures. In 1972, he competed in the Soling



MASTERS REGATTA

With entries from 19 countries, the 12th International Masters Regatta — for skippers over 55 and crew over 45 — was the biggest yet. But the actual results (see *The Racing Sheet*) paled in comparison to the presence of Elvstrom, as evidenced by the prolonged standing ovation he received at the Saturday night dinner.

"It's a thrill to sail against him," said Malin Burnham of San Diego, who competed against the Dane back in 1968 at the Star Worlds in Copenhagen. "It was one of the main reasons I decided to come."

Burnham showed that age hasn't slowed his abilities, either, taking second in the series to Don Trask. Elvstrom was a threat, but made a bad start in the last race and dropped from second to third overall at the finish.

The Great Dane's failure to win the series didn't daunt the praise of others in the least. For example, New York's Carlos Echeverria

(who crewed for Hawaii's Charlie Dole) recalled the 1956 Olympics in Melbourne, Australia.

"He was our hero," says Carlos. "I was sailing Dragons at the Games and I remember watching Elvstrom win a Finn race in about 50 knots of wind. He really brought physical endurance to sailing. Four years later, I watched him sail at Naples. This time it was in light air, and he still won. He has an uncanny ability to figure the winds."

Elvstrom's crew was also impressed. Dave Miller of Vancouver, who won a bronze medal

Masters action with skippers (l to r) Tom O'Brien, Will Anderson, Jack Noble and Paul Elvstrom.

in Solings at the '72 Olympics, served as his tactician.

"He's a master, you can tell," says Miller. "This was the first time he'd ever stepped onto a J/24 and he steered the boat through waves as well as anyone I've ever seen. He's in tune with the wind and very aware of the lifts and headers. Our crew work wasn't perfect, but he still managed to do very well at the mark

A CONVERSATION WITH THE MASTER

class at the Kiel Olympics, but dropped out midway through the series. It was time for another, longer break.

He didn't resume racing until 1981, when he started sailing the Toronado catamaran with his daughter. With Trine on the wire, he

helmed Toronados in both the 1984 and 1988 Olympics. Though there were no new medals this time around, he enjoyed the fast sailing and seeing Trine develop as a fine sailor in her own right.

The Masters Regatta was his first race since the 1988 Olympics, he says. It may also be his last.

"I don't miss racing like I used to," he says.

He's hardly idle, though. Elvstrom Sails still runs a worldwide network of lofts in 12 countries, with Paul acting as advisor in all aspects of the business. He also designs fashionable sailing wear, including action clothing for racing. Elvstrom Italy produces the line, which includes foul weather gear and boots. And, as he always has, he pursues other sports — skiing, skating, ice boating, bicycling, canoeing and rowing. Between his four daughters, there are four grandchildren to look after, as well.

"Are you still famous?" I ask.

"That is for others to say," he says with a smile. In Europe, he admits, he still gets a fair amount of attention. He reminds me, though, that he now prefers to sail alone, away from the limelight.

"It was very hard work, mentally and physically, to stay on top," he says. "I didn't like that about racing. I liked sailing. Now I can go out and sail for 12 hours at a time and really enjoy it. I trim for maximum speed, but I do it naturally and in a relaxing way."

He also uses the time to test new ideas for his clothing line, and for trying out new rigging tricks. Recently, he designed a series

that a Japanese sailor trained in Optimists went on to win the 470 dinghy world title last year, as well.

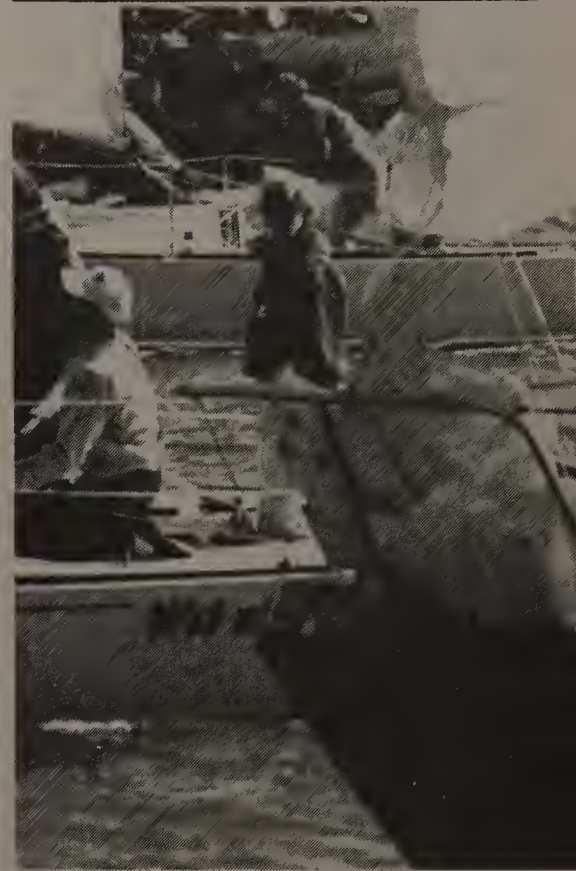
For winner Trask, there was the double thrill of topping the talented field at the Masters and competing against the Great Dane.

"It was really exciting to sail with the master," says Don. "He won the fourth race with about a 2-minute margin, which was the largest lead anyone had in the series. Downwind, he played the shifts amazingly well."

Perhaps he and others will also have the special knowledge that Elvstrom sailed his last race against them. Before leaving town, Paul said that was probably the case.

"That is my feeling at the moment," he remarked. "But perhaps there will be new life in the old body."

— shimon van collie



Elvstrom (in glasses) in the thick of battle — in our own backyard!

of battens that run parallel to the luff of the jib from the leech to the foot. When the sail is roller furlled, the battens keep it in the proper shape. Elvstrom has authorized his sail loft to license the idea.

"I have no regrets," he says as our time together runs out. I didn't want the interview to end but Paul has people to thank before he boards a plane back to Denmark. "There was something inside of me that wanted to do everything perfectly. Sometimes that spoiled the enjoyment, so then I'd back off for a while." It took a long time, he says, to find the balance.

We stood up, shook hands and returned to the cocktail party. Seeing him, others crowded around and introduced themselves. I retreated, oddly jealous that others were now taking up his time.

Several times during our interview, I had struggled with the urge to tell him how much his sailing career had inspired mine. But for some reason I never did. Perhaps it's because that's one mystery I, like he, have to answer myself.

But I had captured my hero, at least for a moment. And now I watched him go, trying to visualize the world of competitive sailing without the Great Dane. It would be easier imagining Willie Mays had never worn the Giants' black and orange.

— shimon van collie

roundings. His timing is just impeccable."

Takashi Takamura of the Seabornia YC in Japan didn't see much of Elvstrom on the course (he finished 17th), so he harkens back the years to 1964 when Paul traveled to Tokyo to watch, but not compete, in the Olympics. With him came the first Optimist dinghy that the Far Eastern nation had ever seen. So well was it received that Elvstrom stayed on a while to help the class get going in Japan. In 1989, Japan hosted the Optimist Worlds, with Takamura serving on the organization's board of directors. He added

"Prepare for a restaurant wave!" ordered our skipper, addressing the two 7-year-old boys on the foredeck. "The tide's high, and the wind looks solid," she added for the benefit of the skeptical grown-ups. "Ready about!"

"What's a 'restaurant wave'?" I asked Lee as the ultralight we were daysailing on swung through the wind.

"It's, like, one of the basic daysailing maneuvers," she said as she tailed in on the new jib sheet. "Conditions are perfect for it."

"Bearing off," said the skipper, so instead of grinding, I put the winch handle back in its holder, took the sheet tail from Lee and eased the jib out to match the course we were bearing away to.

It was unusual to be daysailing on a boat with Lee Helm on board. If there's not a race, she'd rather be windsurfing. But the YRA season was over, the Midwinters had yet to start, and the good sailboarding wind was gone till the next storm.

Besides, this wasn't just any daysail on the Bay — we had a mission. A new friend of Lee's, a woman who had been a dedicated powerboater all her life, had expressed an interest in buying a sailboat. So far, her limited experience with sailing had been more or less catastrophic: capsizing a rented Hobie; tearing sails and running aground in a small cruiser with a dirty bottom; and fighting off the skippers of larger yachts who had a lot more on their minds than sailing. We were out to show her that sailing was not only survivable, but fun. And on Lee's advice, the owner of this boat had recruited me to help.

"Kids, we need you back here," said the skipper. The two boys clamored aft.

"Show me how you would wave to people in a restaurant."

"No, no, no!" she practically scolded them as they waved their arms enthusiastic-

Our boat bore off another 20 degrees or so until it was pointed directly at one end of the floor-to-ceiling glass wall of the waterfront restaurant's dining room.

"Keep me trimmed for a beam reach," she ordered.

The sun was behind us, and we saw clearly that every table was full. Five boatlengths away, none of the diners noticed our presence. But as the range closed, a few of them started looking up. At two boatlengths, we had the attention of everyone at the first table.

"Not yet," said the skipper.

We were less than a boatlength away, closing at four knots. I made eye contact with a man in a window chair whose furrowed brow made it clear he didn't approve of this crazy maneuver.

"Three seconds to impact," advised Lee flatly. "Two . . ."

"Now!" shouted the skipper as she spun the boat up from a run to a reach, powering up our rig with the stronger apparent wind and causing the spreaders to come precariously close to the plate glass in front of the diners' noses.

The kids waved nonchalantly. They were cool. Big smiles spread across the faces of the people at table number one, and they all waved back.

"One, two, three, four . . . five . . . there's a six . . . seven, 'eight . . ."

Lee kept count of the returned waves as we practically brushed along the wall of the restaurant. Table number three had a space case, but his partner bumped his shoulder, pointed to us, and make him wave back in the middle of a mouthful of linguini.

"Alright! Seventeen!" Lee yelled the final count.

put her on the helm and began an intense lesson in the finer points of sailing to windward. She was a good student, and picked it up fast. A good thing, because after two tacks I noticed a slightly larger, heavier boat stop their engine nearby and sheet in their sails. Their sails looked new, but I thought we could pass them without too much trouble. I checked the jib trim, and cranked it in another click.

"It's time to let you in on one of the most fundamental laws of the sea," I said to our guest. "It's been observed without exception by sailors the world over since the beginning of maritime history."

"Oh?" she said skeptically, obviously not believing I was going to let her in on anything really new. After all, she had been around boats all her life. She even had a Coast Guard operator's license. "What might that be?"

"Whenever two sailboats are within sight of each other," I explained in my most authoritative voice, "and sailing in the roughly the same direction, they're racing!"

"Unless the other boat turns out to be going faster!" added Lee.

But the former powerboater did have some competitive spirit left in her despite all the engine compartments she had crawled around in, and was as interested as anyone in passing the other boat.

It wasn't hard. Our boat was significantly faster. As we began overtaking the other boat, we were careful to point out another 'law' of sailing: you know, how triumphant and all-powerful a small boat crew feels when passing a larger boat.

And how humiliating it is for the larger boat.

"Slow poke!" shouted one of the kids from the foredeck as we drove over them a length to windward.

"You have a slow butt!" shouted the other one, and a barrage of second-grade put-downs flew across the Bay. The other boat was helpless.

"Are those kids available for the Midwinters?" I asked. "What a weapon!"

Finally we were out in the Bay, and Lee suggested we keep sailing to windward all the way to the Cityfront.

"There's a better route. We'll sail a fast port-tack reach right towards Brooks Island, which should keep us nice and dry even though the wind looks like it's going to be pretty solid in the Central bay. We'll get lifted up as we go behind Angel Island, and by the time we're in the windshadow the conditions will be much better for sailing to

"Three seconds to impact," Lee announced flatly.

ally. "You have to be cool when you wave. Don't move your arm, just your hand. Like this . . ." She demonstrated a very subtle, all-in-the-wrist wave that reminded me of Queen Elizabeth acknowledging a crowd.

"Try it again. Not too fast . . . remember not to move your arm . . . perfect! Now here we go. Don't wave till I give the word. Lee, you're the official recorder."

"Gotcha."

"That's just two short of the record," noted the skipper. "Good work, boys."

"Way cool," said her son.

"Heca fresh," added his friend, and they both ran up to the bow.

Then it was back to the business of tacking out to the Bay. Before our guest the powerboater had a chance to express her total dismay at our reckless seamanship, we

THE CAPTAIN AND THE KIDS



weather up Raccoon Strait."

"I wouldn't recommend the wind shadow," I warned. "With the ebb tide starting to build, we could be stuck there all day if your plan is to leave Angel to port."

"Don't worry, Max. Tide's still high, we can sail low enough to pass downwind of the hole."

So we bore off to a beam reach.

A few minutes later I noticed a smaller boat that belonged to someone from my yacht club. We exchanged waves as we passed them with a large speed margin.

"Your fenders are out!" shouted our skipper's son.

Kids take naturally to boats, requiring only occasional guidance — like "Put your lifejacket back on!" What? Oh, sure, daddy was just about to put his on, too...

My friend on the other boat and two of his crew all peered over their windward rail. Of course they had not left their fenders out. In fact, they always leave their fenders tied to the dock when they go daysailing.

"Made you look!" cried the 7-year-old.

The two kids found this hysterically funny, and the adults got a pretty good laugh out of it also.

"You rag-hangers!" complained our

guest. "You folks never give anybody an even break!"

"For sure," said Lee.

"Now you're getting the idea," I grinned.

"Actually we couldn't get away with this without the kids on board," the owner of the boat pointed out. "Daysailing is a lot less interesting if you have to behave like a grown up."

Our boat reached across the Berkeley circle, with the wind up to 15 knots and the waves building fast. But our off-the-wind course kept our decks dry and the foulies down below. It was cold, though, and I went down the hatch to get my jacket. In the process of suiting up, however, I neglected to put my lifejacket back on. It didn't escape the foredeck crew for an instant.

"Lifejacket!" they reminded me in stereo before I was even out of the companionway.

"That's one of the rules on this boat," confirmed the skipper. "Everybody wears one, no exceptions."

I complied. When I'd settled back down in the cockpit, the skipper caught my eye, nodded toward the boys and smiled.

"Notice how neither one of them has complained about having to wear a lifejacket for even a second? Ever seen that before?"

I had to admit that every other time I had sailed with kids of that age, they had complained bitterly about the bulky jackets.

"The only, and I mean *only*, way to get kids to wear life jackets without complaining is for all of us to do the same. Even when we're tied up to the dock. I was also careful to get exactly the same brand and style for the kids' and adult sizes."

"I hear that," said the powerboater. "Kids do what we do, not what we tell them to do."

The cold breeze soon drove the kids below, where they climbed all the way forward into the tip of the V-berth and yelled up for us to hit bigger waves.

"This is so much nicer than the last time I went sailing," admitted our guest. "What a difference, with people who know what they're doing."

"We've fooled you so far," said Lee.

Eventually the wind began to lift and moderate, and our beam reaching course took us further to the west. As we sailed into the protection of Angel Island and the water flattened, we came back up to a closer reach until we were sailing close-hauled towards Raccoon Strait in eight knots of wind over smooth water. The air became warm again, and we served drinks and snacks.

Our destination was the central Bay, but when we were about to tack off Hospital Cove, our skipper opted for a small detour.

"Let's see if anyone we know is in

here," she said as we entered the cove.

"You're going to sail in here?" asked our guest.

"For sure," said Lee. "Do it all the time. Plenty of room."

I explained about the counterclockwise current that circulates around the cove in an ebb tide, and also the light northerly and moderate southerly winds that alternate every two or three minutes, allowing a reasonably lively boat to sail in virtually any direction with a little patience and planning. Despite assurances, our guest seemed uncomfortable in such close quarters without an engine running.

We threaded our way in and out of the maze of mooring lines and buoys, sailed around the docks, and then out of the cove at the west end. Our powerboater guest was visibly relieved when it was over.

"The important thing in shopping for a first sailboat," Lee proposed, "is that it has to be small enough or light enough so you can sail it in and out of the dock routinely without a motor. I mean, that's the only way you'll ever get comfortable doing this sort of stuff."

It was obvious from her expression that the powerboater did not subscribe to this theory but, being badly outnumbered by us fanatics, she wisely kept silent.

With the wind in the high teens out in the central Bay, there was only one sensible thing to do: Set the spinnaker and head for home. This was actually easier than I expected considering how shorthanded we were. With Lee running around doing all the hookups and plenty of room for me to reach all the controls in the cockpit, our set was respectably clean.

When it was new, my own boat was described as 'light displacement'. By modern standards, though, it comes in about medium heavy displacement. The point being, I'm always impressed when I feel a true ultralight fill its chute and take off. To someone who's never been on a fast sailboat before, it's an amazing sensation.

"Look at our wake," Lee said to our

powerboat's. Our guest was duly impressed. We even put her on the helm with some close supervision and got a few good speed thrill shrieks out of her when we latched onto some good waves.

The two kids, however, were relatively oblivious to all this speed and power. "They're used to it," explained mom. They spent the time sitting on the cabin top tying ropes around any cleat or winch that was not in use, and climbing in and out of the forward hatch (which they are allowed to open only when the boat is going downwind).

We were all the way back in the marina before the kids realized that they hadn't had their turn at steering.

"Well, okay, but just for a few minutes."

We doused the jib in the middle of the harbor, and put 7-year-old number one on the helm. We stacked up some boat cushions on the seat and cockpit sole, and made all the grownups move to the low side so he had reasonable visibility.

"Where should I go?" he asked.

"Anywhere you want," answered the skipper. "Just tell us when you're going to tack, and when you're going to jibe". In 10 minutes, he was bored and the other kid took over. Although kid number two needed a little more coaching at first, he was good as his friend in five minutes' time.

"Okay, time's up," said the skipper after carefully timing the trick at the helm to be exactly as long as the other child's. "But before we pull in, I want to show this former powerboater just how maneuverable we really are."

And with those words we entered a narrow channel between two closely-spaced rows of slips.

"I don't know," said the powerboater, shaking her head. "This is an awfully big boat to be maneuvering in here. I still shiver when I think of that time last year we bounced off almost every one of these pilings before we got back under control."

"We watch that happen from the yacht

We were almost at the end of the small channel between the rows of slips when the helm was pushed all the way over and the boat spun literally in its own length, leaving 6 or 8 feet to spare.

"But notice," I said in a stage whisper to our guest, "how we tacked opposite an empty berth. If we ran out of space, there'd be a place to go!"

"You're onto another one of my tricks, Max!" said the skipper.

Now our guest was asked to try it. She attempted to decline.

"That's an order!" we laughed. So she reluctantly took the helm.

"We'll go up this aisle, where there's some protection from the wind. Just do exactly what I say."

"Okay, it's your boat."

We reached up the channel, moving much slower this time in the lighter wind, and on command our guest put the tiller over and was pleased to see that we tacked in only about half the available space.

"See, no prob!" said Lee.

But as we drifted through a calm spot heading back towards the central fairway, a small powerboat entered the channel. We were practically becalmed, just waiting for the next little puff to get us moving again. The powerboat had to stop and wait.

"What the hell are you doing sailing in here?" shouted the driver of the powerboat.

"Be out of your way in a minute," Lee answered politely.

"Why don't you use your motor?" they hailed again as we drew closer.

"We don't have one," said our skipper. (It was a lie. Our motor was perfectly serviceable.)

They repeated their disapproval of our sailing in the marina and we informed them once again that we were a sailboat. When the boats were almost bow to bow, they shifted into reverse and backed away as we started to move forward again.

"Go around us," suggested our skipper. "There's plenty of room."

They evidently didn't think this was a good idea, and kept backing down.

"Goddam sailors," they muttered as we passed beam to beam once we were clear of the rows of slips.

"Stinkpotters!" yelled our guest, for the moment oblivious to the fact that she herself had been a confirmed powerboater until that morning.

Mission accomplished.

— max ebb

"What the hell are you doing sailing in here?"

guest. "We have a powerboat-style transom cavity closing in a rooster tail before forming part of the diverging wave system. You're probably used to watching wakes like that for hours at a time."

The wake did, in fact, look just like a

club all the time," said the skipper. "No problem for us, though, as long as we keep our speed up."

"That's one big advantage of a sailboat," observed Lee. "As long as it's moving, like, no way is it going to slip sideways."

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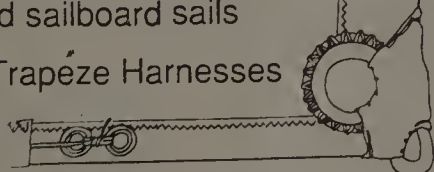
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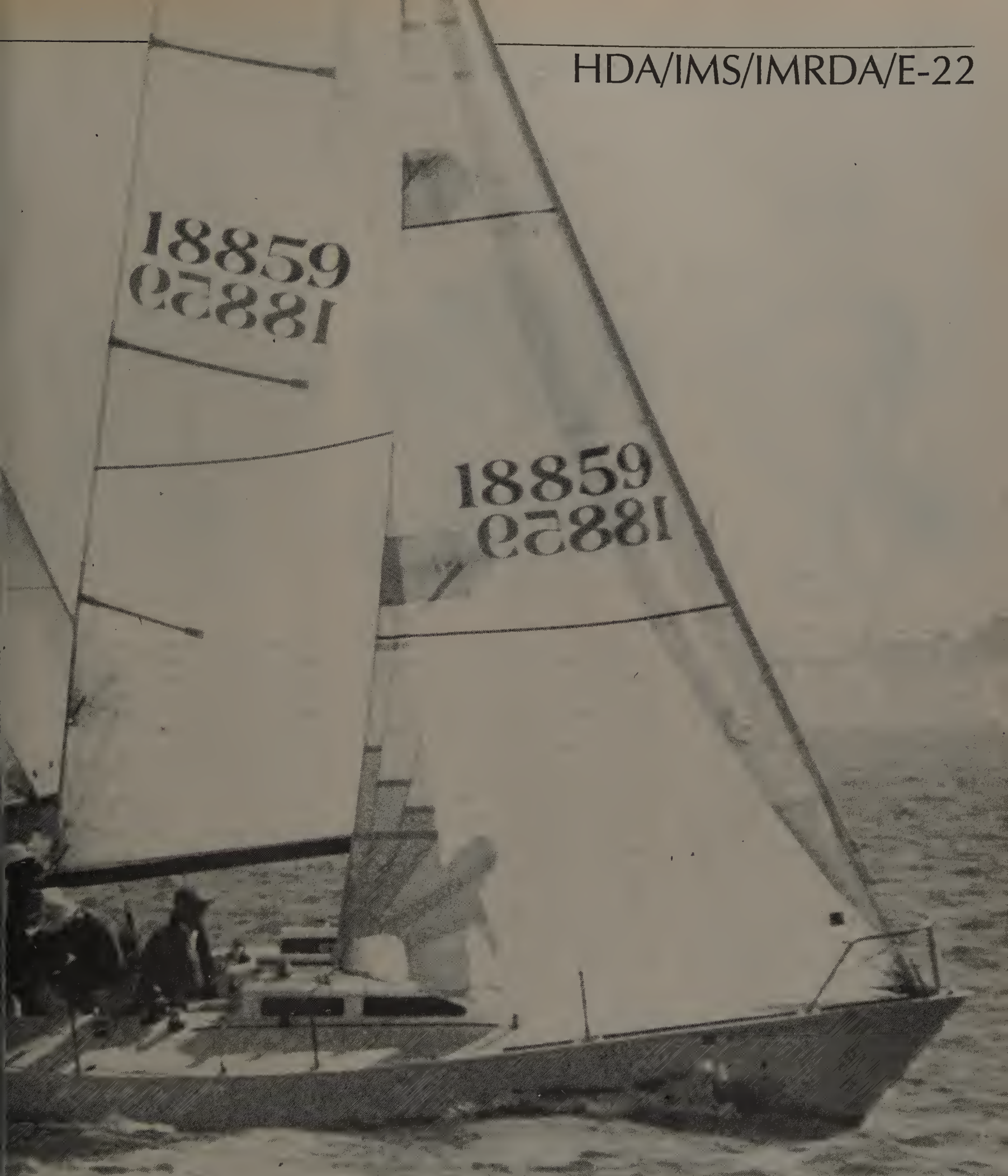
This month, we'll kick off the series with profiles of winners in four different groups: HDA, IMS, IMRDA and E-22s. Translated into English, that's the Handicap Divisions Association (five different divisions of PHRF racing), International Measurement System (one class only for production racer/cruisers), International Measurement Rules Division Association (two divisions for custom racers) and the one

design Etchells 22s.

Scouting reports reveal that HDA is holding its own (78 boats) though individual classes, such as M and J, are looking shaky. There are currently 1,087 boats with PHRF certificates on San Francisco Bay, and HDA president Bob Halem would love to see more of them on the starting line. Call him (408-268-8272) or YRA (771-9500) if you have any brainstorms on how to achieve that task.

The IMS class, technically a division of HDA, had a pretty dismal year, signing up only 11 boats. Meanwhile, IMRDA turned out

29 boats for a new 10-race hybrid ocean/bay series. Fortunately, these two warring factions of IMS recently have agreed to merge next summer. "We're engaged, but not quite married," says IMRDA president Paul Altman. Call either Altman (522-0679) or IMS president Dave Liggett (408-867-7998) for



details on the impending wedding.

The Etchells 22 fleet remains the strongest and most competitive One Design fleet on the Bay, boasting a 35-boat fleet and enough clout to run their own season without help

Yankee Cup action — see page 136 for results.

from YRA. For more information on this fleet, call John Ravizza (381-4838) or the always entertaining E-22 hotline, 331-E222.

Our congratulations to everyone, skippers and crew, whose names appear in the following pages. Now, without further ado, on with the show!

— latitude/rkm

SEASON CHAMPS, PART I:

HDA — H
C&C 38
Destiny



LATITUDE/ROB

Peter Bennett
Richmond YC

"We decided last winter we wanted to win the season championship," says *Destiny's* Peter Bennett, owner of an East Bay security systems company. "Everyone was committed; no one let us down."

To insure their victory, Bennett did a complete refit on his 1977 C&C 38, including having Hal Nelson add a 300-lb lead shoe to the bottom of the keel. Armed with new Tim Parsons-designed sails and his loyal crew — wife Nancy, 21-year-old son David on occasion, Ken Hill, Lynn Hill, Hans Johnson, Klaus Kutz ("from the 'other yacht club'"), Michelle Sandusky, Jim Schaffer, and Bob Woodford — Bennett was poised to take on IMS, but due to a rating hassle opted for HDA at the last moment.

"It was dumb luck — the IMS division, which started five minutes in front of us, looked pretty bleak," said Peter. "I can't say I'm thrilled with HDA, but at least we had 8 or 10 boats on the line every time."

Bennett last won an HDA championship 15 years ago in his Columbia 36 *Liberty*. He's owned a bunch of other boats since moving from the East Coast to California 20 years ago, among them a Cal 20, a Columbia 29, a J/24 called *Resolute J*, and various windsurfers. Lately, Peter has been considering moving up to a slightly bigger ocean racer, a notion he's had since doing the '89 TransPac on the Cal 39 *Novia*. "We've done four Catalina Races with *Destiny*," says Bennett. "We're ready to do a TransPac in the near future."

HDA — J
Tartan Ten
Gammon



LATITUDE/JR

Bontatibus (above)/Broman
Corinthian YC

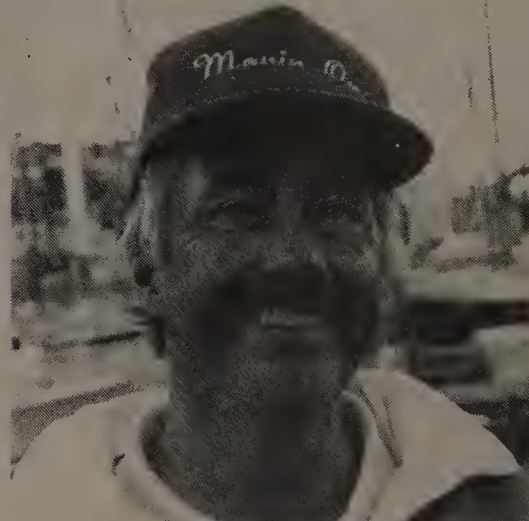
Gammon's husband/wife team of Ann Bontatibus and Randy Broman began the HDA season with their backs to the wall — they missed the first two races due to a broken rudder, so every race counted. But they won most of the remaining nine races, thanks to "good heavy-air boatspeed and an excellent crew", among them Harry Allen (*Gammon's* helmsman and Broman's best friend) and his wife Carol, Jim Casper, John Stein, and Steve and Jean Ardrey.

Randy grinds, does spinnaker trim and "fills in wherever needed", while Ann "handles the console". Randy also races on Allen's Express 27 *Curses*, though he admits, "We haven't been as successful with that boat; there's so much more to tweak!"

Randy and Ann, both busy with computer careers in San Francisco, took up sailing a decade ago as a way to take their minds off work. After just a few sailing lessons, they bought half of *Gammon* — their first and so far only boat. Despite having no intentions to race, five years later — after buying out their partner — they were happily competing in One Design with "so-so" results. Ironically, neither Randy nor Ann have any desire to cruise anymore, much preferring to race.

To their disappointment, the Tartan's ODCA class evaporated halfway through last year, leaving *Gammon* stranded in HDA-J. "And now this class seems to be fading away," observes Ann. "How come every time we join a class it dies?"

HDA — K
Jeanneau 32
Movin On



LATITUDE/ROB

Bob Neal
Benicia YC

"We hung in there in the first half, ending up third overall. We kept hoping the winds would moderate later," explains *Movin On's* Bob Neal, an executive with a national manufacturing company. "That's exactly what happened, and we just took advantage of the opportunity."

According to tactician Vince Casalaina ("our ringer"), the crew work also gelled nicely as the season progressed. This was the first shot at the 'bigtime' for the tightknit Benicia-based crew (Ali Bornstein, Stan Hart, Kathleen Jones, Daryl Krusche, Dave McCurtry, Marc Silvani and John Snyder), but they rose to the challenge, winning a total of 4.5 races to claim the closest divisional contest in HDA.

Neal credited their success to "boat preparation, a consistently dedicated crew, a burning desire to win and, of course, a little bit of luck." The *Movin On* gang has been together for the four years Neal has owned the boat, compiling a fine record up in Benicia. This summer, in addition to commuting to the Bay for their HDA debut, the crew also campaigned Jones' J/24 *Sunset Strait* in 'up-river' events.

Neal, who recently spent a week cruising his luxurious Jeanneau 32 'cruiser/racer' around Monterey Bay, is looking forward to defending his title next year. Is he ready to 'move on' to another boat? "No way," says Bob, though he admits to considering "chartering something big" for the '91 Catalina Race.

2) *Contessa*, Cent. 42, G. Cox, SYC; 3) *Mesmerize*, C&C 35 Mk.3, Todd Lee, DSC. (13 boats)

2) *G.Days*, Pret. 35, Andy Rothman, EYC; 3) *B. Woogie*, Ben. 35.5, F. Tomsick, SFYC. (11 boats)

2) *Sonata*, Lapworth 39, D. Weaver, RYC; 3) *Ouessant*, F. Clipper, Frank Buck, CYC. (12 boats)

HDA — L
C&C 29
Esprit



LATITUDE/ROB

Kuhn(l)/Russell(r)
San Francisco YC

Charles Kuhn, a general contractor in Marin, and Tim Russell, an insurance salesman, have a unique agreement: Kuhn provides the boat and pays the bills, while Russell does all the steering. Each claims it's a "perfect partnership", and you can't argue with success — *Esprit* posted straight bullets (after two throwouts) in HDA-L, the best record in all the handicap divisions.

Kuhn, who does the pit position on the boat, owned a string of boats (an IB 24, an Ericson 29 and 35, and the Santana 35 *Spirit of Bombay*) before picking up the C&C 29 five years ago. Russell grew up sailing out of Paradise Cay YC (now Tiburon YC), and knew Kuhn from that era. "Charlie and I bumped into each other again about four years ago, and we've been racing together ever since," explains Tim. "He's become like an uncle to me; we all really enjoy sailing with him."

Keys to *Esprit's* successful debut in HDA included new kevlar sails, a talented steady crew (Dan Baker, Judy Driscoll, Tim Edwards, Vic Piltch and Steve Tierra), and some "good breaks". One of their few bad breaks was a bent boom in a Cityfront race early in the season. "It happened during a spinnaker round-down," admits Russell. "A lot of owners would have been ticked off, but Charlie didn't even flinch."

Esprit is daysailed occasionally, but seldom cruised. "Mostly, we're into racing," says Tim. "We'll be back next year — in fact, we're hoping Charlie will buy a J/35!"

HDA — M
Schumacher 26
Summertime Dream



LATITUDE/IR

Rob Moore
Sausalito YC

Rob Moore, *Latitude 38's* 'phantom employee', almost didn't do the HDA season this year. "Noel Wilson and John Baier are to blame," says Moore. "I wasn't really up for it, but they organized a crew the night before the series, so off we went."

Summertime Dream, a past NA quarter ton and MORA champion, never had the same crew twice. "But everyone who sailed was great," claims Rob. "People are the key." In addition to Wilson and Baier, other semi-regular *Dreamers* this summer were Jim Bateman, Charlie McKenzie, Charles Turner and Dave Wilhite. Cameo appearances were put in by Jon Ballard, Colin Case, Ted Gallup, Chuck Mellor, Laureen Novak, Terry Palu, Pete Swain, David Tidings, Len Watkins and others.

"There wasn't much going on in HDA-M this year," admits Rob. "But we'd climb into our 'silver sea god' suits (matching Patagonia foulies courtesy of Anthony Sandberg at Olympic Circle Sailing Club), drink a lot of beer and see how many of the HDA-L boats we could pass."

Between writing assignments in Australia, Mexico, Hawaii and SoCal ("Someone's got to do it," he figures), Moore also piloted the *Dream* to second overall in the GGYC Midwinters, the Silver Eagle and the Yankee Cup. Lately, Moore purchased half an Olson 25 (*E-Ticket*) and has put *Summertime Dream* up for sale. "She's easily the best midget racer around," says Rob, "but it's time to move on to other things."

IMS
Islander 40
Jackrabbit



LATITUDE/ROB

Dave Liggett
Los Gatos YC

Jackrabbit ran away with the abbreviated five-weekend HDA-IMS schedule this year (Big Daddy, Vallejo, SFYC, EYC, StFYC Fall Invitational), but owner Dave Liggett, a Saratoga-based computer executive wasn't particularly elated: "There are over 100 boats measured for IMS on the Bay — where are they all hiding?"

Despite the bleak turnout, Liggett remains positive about IMS: "The rule works. Next year, when IMS and IMRDA finally merge, things will be better." In fact, he's even considering buying a more aggressive IMS design, such as a J/44 or an Alan Andrews design, in the near future. "*Jackrabbit's* still a great boat," claims Dave, "but we're exploring our options."

Crewing on *Jackrabbit* in this, her sixth, season were sailmaker Robin Sodaro, Neil Reid, Dave Canha, Mike Whalen, Dexter Bailey, Mark Wyman, Brian Karcher and Scott Kuhn. Liggett's wife Nancy also played a major role: "Not only is she in charge of spinnaker work, she rounds up the crew each weekend and even makes us gourmet lunches!" Evidence of Dave and Nancy racing *Jackrabbit* together can be found on *Latitude's* September cover — he's driving; she's tending the jib.

As usual, the Liggetts also sailed *Jackrabbit* in the Catalina Race and Windjammers this summer. Dave toyed with the notion of entering the Big Boat Series, but concluded "We were too small — little boats get hammered. Maybe next year."

2) *Freewind*, Cal 9.2, Don Lessley, IYC; 3) *Viking*, Sant. 525, Matt Soderer, SeqYC. (14 boats)

2) *Dulcinea*, K. Whale, Mathiasen/Pritchard, IYC; 3) *Nebolina*, C-28, N. Mosher, CSC. (11 boats).

2) *Surefire*, Frers F-3, J. & M. Carter, EYC; 3) *Sunday Punch*, Exp. 34, Art Ball, IYC. (11 boats)

SEASON CHAMPS, PART I

IMRDA — I
Olson 40
Kelly



PAUL KAMEN

Ed Shirk
Berkeley YC

After winning a half dozen Cal 25 season championships with his *Cinnabar*, Ed Shirk made the Big Move Up last February, purchasing Olson 40 hull #1 (ex-*Fastidiots*, ex-*Notorious*). Renaming the boat *Kelly* because of its green motif, Shirk and his Berkeley pals (Kevin Delucci, Jim Fair, Laura Gilson, Paul Kamen, Steve and Sue Kingley, and Nick and Karen Mason) sought out bigger pastures, namely IMRDA.

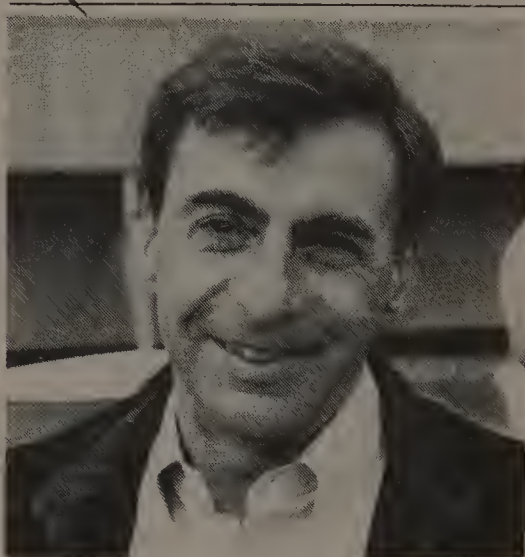
Despite "ancient, blown-out" sails, *Kelly* prevailed in the YRA part of the IMRDA-I schedule. "To be honest, we won because we went to all the races," admits Ed, who lives aboard *Kelly* near Berkeley YC. "It wasn't like we went full-tilt and 'triumphed' over the competition."

Shirk, who began sailing on UC Berkeley's Lido 14s back in the '70s, enjoyed his first season in the ocean: "I'd heard all the horror stories, but it wasn't at all nasty out there. In fact, the hardest part was making all the lunches!"

Next year, Shirk is considering entering the Catalina Race. "Until I got *Kelly*, I thought Drake's Bay and Half Moon Bay were the ends of the earth!" And he's looking forward to some IMS competition against the two other Bay-based Olson 40s, *Spellbound* and *Clipper*. Meanwhile, Ed is perfectly happy daysailing around the Bay: "I can go around the Brothers, out the Gate, down into the South Bay and back all in one day now. That used to be a three day trip!"

2) *Leading Lady*, Pet. 40, Bob Klein, RYC; 3) *High Risk*, Smith 43, Jim Mizell, StFYC. (18 boats)

IMRDA — II
Wylie 34
Annalise



LATTITUDE/ROB

Paul Altman
Island YC

Paul Altman, a partner in a San Leandro printing and box-making company, and his 1982 modified Wylie 34 *Annalise* (ex-*Pegasus*) are regular fixtures in our yearly winners profiles. "Use the space more productively — interview someone else this year," laughed Paul.

He did tell us, however, that his core crew this summer consisted of wife Ann, who does runners ("She keeps the mast up!") and son Eric, a college sophomore; Rich Fisher; Joe Marengi; Brock Parsons; Chris Peterson and North Coast Yachts' Kim Desenberg, builder of the 22 Wylie 34s in existence. Highlights of the season included the Jazz Cup ("Clauser's new IMS program worked really well"); lowlights included the Drake's Bay Race ("We only had three on board, and I was seasick!").

Annalise is currently in pieces, undergoing a deck refit, mast survey and other work. "I love this boat," confesses Paul, "Someday it may even be paid for!" As part of the big overhaul, Altman is considering 'refloating' *Annalise* in order to get her IMS rating down.

Altman, who recently joined Encinal YC, continues to give a lot back to the sport, most recently as our Area G rep to USYRU. This summer, he also did the Pacific Cup on *Petard* with fellow IMRDA skippers Keith Buck and John Clauser. "Geez, what fun!" says Altman, though he shudders at the notion of taking *Annalise* to Hawaii. "That's what big boats are for."

2) *Petard*, Farr 36, K. Buck, CYC; 3) *Outrageous I*, Olson 911s, Thayon/Jones. (11 boats)

Etchells 22
Ultraviolet
#577



LATTITUDE/ROB

Don Jesberg
StFYC/SFYC

Don Jesberg continued to dominate the local Etchells fleet, winning his 27 race, 6 throwout season championship by a comfortable 25 point margin. Sailing with middleman Ken Keefe and either Jack Halterman or his brother Steven up front, Jesberg found the groove in the second half, winning the final four weekend regattas overall. He also finished third in this summer's Etchells PCCs on the Bay, behind sailmakers Jeff Madrigali and Bill Menninger. "Dennis Conner, who came in fourth, took himself and us out of that regatta in the third race," remembers Don.

Jesberg, a San Francisco stockbroker, also did some big boat sailing this year, including steering *Damn Near* to victory in the Lipton Cup and crewing on *Holua* in the Big Boat Series. These days, citing "burnout and new responsibilities", Jesberg has elected not to sail for the next half year. Instead, he'll concentrate on remodeling his Mill Valley home and getting to know his new daughter, Emma Georgiana, who was 'launched' in mid-October. "What an absolute thrill!" claims Don.

Jesberg has even sold his three-time season winner *Ultraviolet* ('87, '89, '90) to J/24 sailor Mike LaHorgue. But a new hull, #907, is being built for Jesberg at Ontario Boatworks; he'll outfit it himself this spring. "We're really serious about winning the Worlds on the Bay next August," states Don. "We've got a blank slate, and we're planning to create a breakthrough boat."

2) *Satisfaction*, J. Madrigali (SP), SFYC; 3) *Mr. Natural*, Bill Barton/Russ Silvestri, SFYC. (35 boats)

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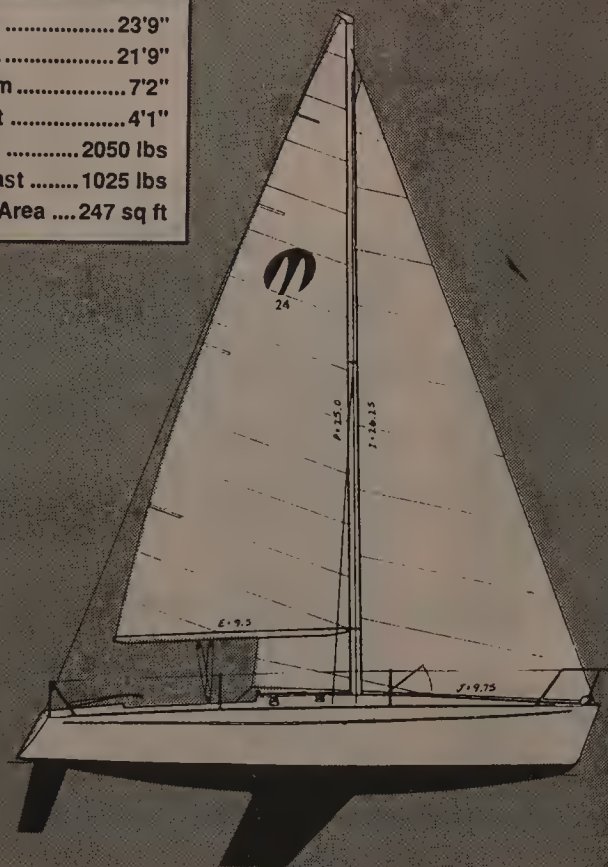
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MOORE 24

When you think about it, the Moore 24 — indeed, the whole ultralight phenomenon — could hardly have been born anywhere else but Santa Cruz. Long an enclave of the fabled 'California lifestyle', 'Cruzers in the late '60s enjoyed the same enviable combination of sun, surf, *avante-garde*, eccentricity and big-wave power sailing as they do now, but with the extra dose of weirdness and free thinking mandatory back then. Stir that primordial soup up a bit and the concept of a planing keelboat — probably the most radical advance in sailboat design since the fin keel — seemed not only logical, in Santa Cruz it was downright *inevitable*.

Although the first production Moore 24 wouldn't roll out the door of Moore's Reef until 1972, the boat traces its roots back to 1968 when MORA (Midget Ocean Racing Association) announced they were going to hold their own TransPac for boats under 30 feet. It was to leave from Sausalito the following June.

George Olson, then 29 and a longtime surfer, surfboard designer and sailor of the endless long swells of Monterey Bay, decided to create the boat that would win that race. This was long before he became famous as the creator of the Santa Cruz 27, Olson 25, 29, and 30 and other boats. In fact, in '68, George was employed in the rather humble occupation of 'hod carrier' — the guy who carries bricks up a ladder for the mason.

"I played around with boats as a hobby," he says.

To George's way of thinking (and budget), the challenge was to create a boat with the same keel, displacement and sail area as a Cal 20, but longer and faster, with the most waterline possible. This was an extension of the thinking that created *Sopwith Camel*, a maxed-out, masthead 'Cal 20-plus' he'd built with Wayne Kocher. The previous year, they'd sailed it to victory in the MORA long distance race to Newport Beach.

"That was before 'ultralight' had even been coined," says Olson. "And even though a lot of people think we set out to create a real light 24-footer, we really went at it the other way around. We had all this



Cal 20 stuff laying around — so we started with a given displacement of 2,000 pounds and made the longest boat we could."

Olson figured the new boat also had to rate decently under the then-in-use Cruising Club of America (CCA) rating, so "a friend of mine from Cabrillo College got us in to use their computer, which at that time had only like 64 functions but took up two rooms" says George. "Still, we were able to ask it things like 'If we decreased the beam so many inches and increased the waterline, how much faster would we go?'"

The result of the number crunching was *Grendel*, a 24-ft fiberglass rocketship built of fiberglass over a male mold. Although the MORA TransPac never happened, *Grendel* (named for the monster in *Beowulf*) proved a terror on the water, winning the 1970 MORA season championship and that year's MORA Long Distance, which finished in Ensenada.

A couple other longtime surfer/sailors in the area then were Ron and John Moore, who had recently moved their 505 shop to Santa



LATITUDE/JR

Cruz from Campbell. Around the same time, the *Grendel* mold was being stored in a barn up in the Santa Cruz hills, and it narrowly escaped destruction in a fire that razed the structure. Then the owner of the property got tired of looking at it sitting in his yard and a worse fate threatened. In one of those pagan hippie bacchanalian rites so popular at the time, somebody hit on the idea of riding the mold to destruction down one of the canyons. 'The giant skateboard of death' or something. Fortunately, Ron sensed the potential of the design and showed up a few days later with a rescue party and a big truck.

Thus was born the partnership of Ron and John Moore and George Olson, and the next chapter of the story: the creation of the Ultimate Wednesday Night Boat for Monterey Bay — *Summertime*.

The first thing the trio decided was that the 'UWNB' needed a little more beam than *Grendel*'s 5 feet and change. No problem. They just jammed a few 2X4s in the mold and pried it apart until it looked about right. A foot more beam looked pretty good, and the glass and resin started flowing.

Wednesday nights would never be the same again. The partners were expecting a downwind hot rod, but to everyone's surprise, the boat pointed well, too. Off the wind, the high, flaring bow kept the boat's head above water while surfing and the V-bottom made it track so well that the faster it went, the easier it was to control. *Summertime* cleaned everybody's clock. It wasn't long before locals started pounding on the Moore brothers' door going "I gotta have one of those, too!"

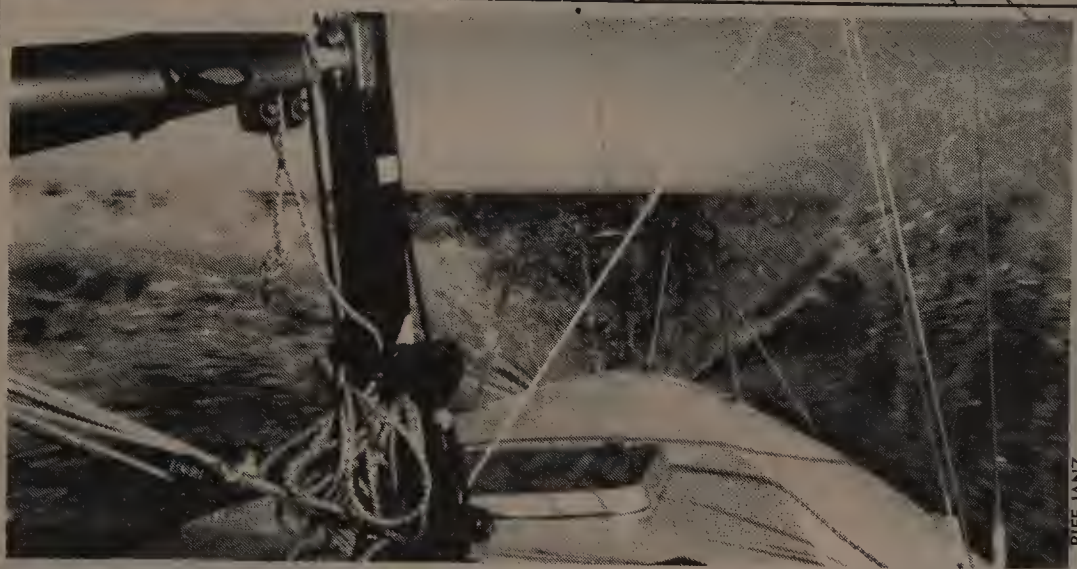
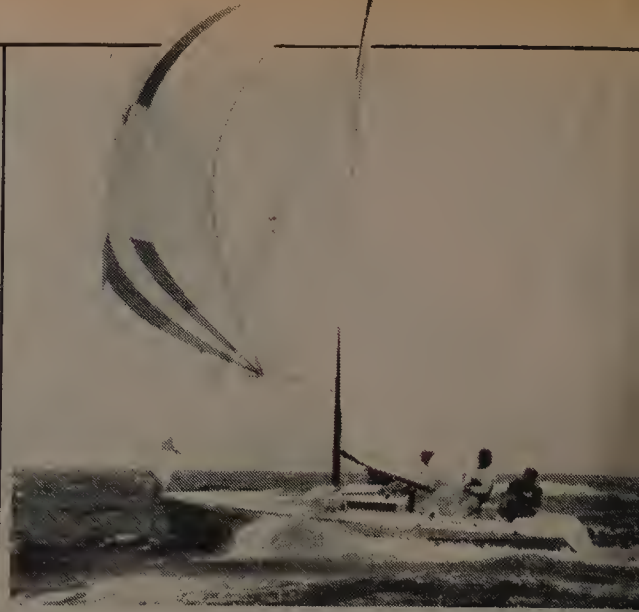
With Olson going on to other projects, Ron Moore refined the *Summertime* design for limited production — or so he thought. Since the molds for the Moore 24 were taken off *Summertime*, the basic hull is the same. But from there on out, things changed rapidly. Ron redesigned and relocated the keel (6 inches forward and with a different foil) and rudder, moved the rig a foot forward and changed it from masthead to 15/16ths fractional, lowered the lead ballast both in terms of weight (1,025, down about 100 lbs from *Summertime*'s) and location (it now starts 8 inches below the hull). He also shortened



RICHARD CERARDI



MOORE SAILBOATS



BIFF JANZ



the boat slightly to 23 feet, 9 inches, and raised the freeboard of the little flush decker a few inches to give it sitting headroom below — in the process creating the Moore 24's distinctive 'double sheer' lines.

"What I was really aiming at was to make this boat the first of the big dinghies," says Ron, whose Moore's Reef soon became the spiritual center of this wild new design concept called 'ULDB' — ultra light displacement boat. "You know, a boat you sail *on* rather than *in*. Up until then, boats like the Cal 24 were designed as 'small big boats'. We were looking at it the other way around."

And 'Fast is Fun' was born.

The first four boats were offered as 'kits' — Ron and John supplied the parts and the owners completed the boats themselves. The first production boat to actually wear the Moore 24 name was hull #5, which was built in-house in 1972. After that, the Moores were out of the 505 business and full-time into the Moore 24 business.

"John and I, with maybe one other guy now and then, built the first 25 or so boats ourselves," says Ron. Then, until about 1979, a team of four put in some 1,200 man-hours to hand-craft each boat, including five days fairing the underbody alone. Where speed was of the essence on the water, quality was the byword at the Reef, and a finished 24 was a thing of beauty both inside and out. A Soling sailor, examining the keel on a stock 24 once remarked "Buddy Melges doesn't have that nice a keel on his own Soling!"

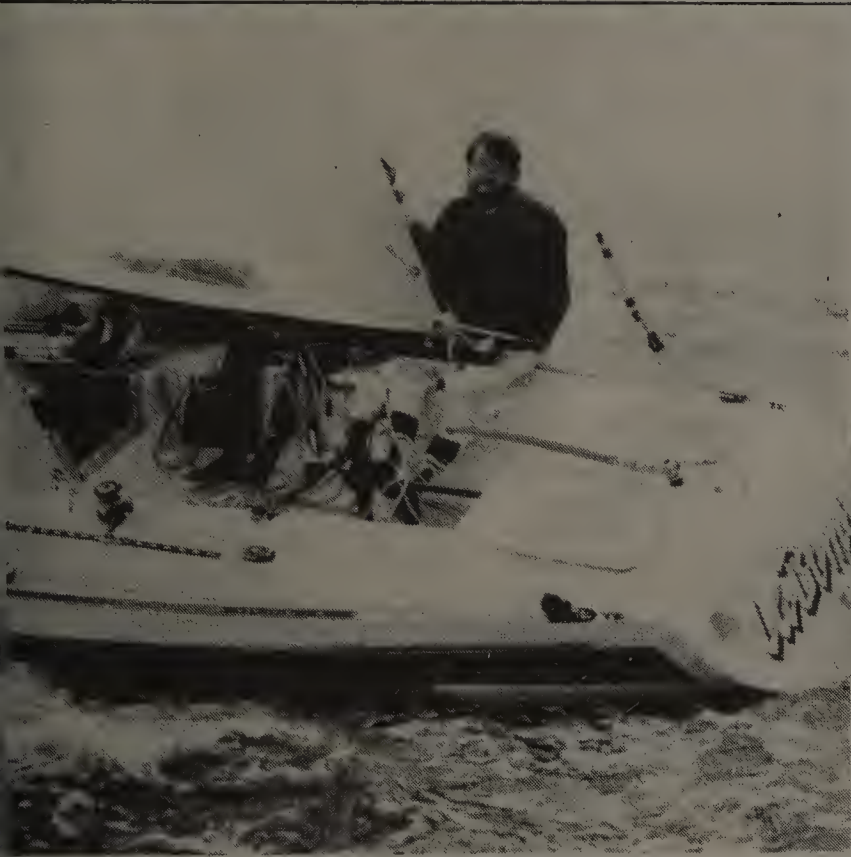
"I've always believed in integrity and building the highest-quality product possible," says Ron, who became sole proprietor of the Reef when brother John left to pursue more landbound pursuits in 1975.

"Not only does it reflect well on me, but people can go out and beat the heck out of these boats like you're supposed to, have a lot of fun, put a smile on their faces — and not have to worry about whether they'll make it home or not." Fortunately, when the ULDB craze took hold and boatbuilders began springing up all around the Reef, that pride in craftsmanship became a hallmark of all Santa Cruz boats.

At \$6,600 apiece, the newfangled Moore 24 — 'the Ferrari of sailboats' — sold like hotcakes at a truck stop. And just as quickly, the little giant-killers started changing the face of sailing. For example, though IOR was never considered in the Moore 24 design, *Poltergeist* (hull #7) was campaigned as an IOR half-tonner on Monterey Bay, proving so unbeatable that IOR died out in favor of PHRF. A similar phenomenon occurred in Hawaii, where *Succuba*, a kit boat, annihilated the competition in local MORC racing.

Locally, under a PHRF handicap that's ranged from 150 to 156 over the years — about the same as your average 30 to 35 footer costing twice as much — the 24 has amassed an incredible record. To do it justice would take a supplement about half again the size of this issue. But just to give you an idea, here's a quick waltz through the last 15 years. Unless otherwise noted, a Moore 24 was both first to finish (either in class or overall) and first in division in all these races: 1975 Ano Nuevo Race; 1976 Hawaii YC Race Week; 1977 Marina Del Rey YC Berger Series; 1978 MORA Long Distance Race (to San Diego); 1979 MORC International Regatta (Florida); 1980 Singlehanded TransPac; 1981 Trans-Tahoe; 1982 Ensenada Race; 1983 Michelob Cup (raced in North Carolina, the 150-boat PHRF

MOORE 24



EXCEPT AS NOTED, ALL PHOTOS YACHT IMAGES/COURTESY MOORE SAILBOATS

fleet was the largest in the Southeast); 1984 (and '85/'86) United Way Regatta in Santa Cruz; 1985 Sir Francis Drake Regatta (British Virgin Islands); 1986 Trans-Folsom Lake Regatta (broke 21-mile course record by 30 minutes); 1987 Singlehanded and Doublehanded Farallones; 1988 Windjammers (1st/Division only); 1989 Boreas Race; and the 1990 Doublehanded Farallones.

As for a single performance that really showed the boat's acumen, both George and Ron harkened back to the windy '75 Ano Nuevo, when *Poltergeist*, one of the smallest boats in the race, trounced the entire fleet boat for boat by almost an hour, finishing in a screaming reach in nearly 50 knots of wind. An instance that will always stand out in our minds is the '87 Doublehanded Farallones Race, when Dave Hodges and Scott Walecka blasted *Adios* under the Golden Gate in near 30 knots of breeze, so far ahead of the rest of the monohull fleet that we thought they'd dropped out and come home early! Luckily, we decided to take a picture anyway; it's the opener to this article.

"This is a boat that really likes waves," says Hodges, a Santa Cruz sailmaker who's got as many hours and wins under his belt on a Moore 24 as anyone going. (Other hot Moore 24 alumni include Will Baylis, Jeff Weiss, Texans Graham Greene and Richard Ceraldi — and of course 'young gun' Morgan Larson, who steered Weiss' *Tonopah Low* to a recent victory in the Nationals held in June in Santa Cruz.) Hodges and Walecka go way back as friends and sailors of Walecka's *Adios*. Together, they've won three of the last four Doublehanded Farallones and innumerable Santa Cruz events.

"That's the biggest difference between a Moore and another boat in the size range," says Dave. "And that's why you can't really compare it to a J/24 or Olson 25. They're built to do different things. For instance, a Moore is one of the best upwind ultralights around. But in flat water and light to medium air, a J/24 will probably outpoint it.

"Get out in the ocean and it's a different story. In the ocean, there's nothing in the size range that can touch a Moore 24 upwind or downwind. They're also the easiest ULDBs to sail shorthanded. I've gone out just goofing around with my girlfriend and my dog and done 20 knots."

For all its speed, agility, quality of construction and fun quotient both on the race course and daysailing, however, it takes a major stretch of the imagination to classify a Moore 24 as a 'racer/cruiser'. Though the mahogany/Bruynzeel ply interior is beautifully fit and finished, and makes excellent use of the space available, there just ain't that much space. One sailor described getting comfortable below in a Moore as "trying to put on a set of foulies that are one size too small." The first impression of the windowless interior that pops to most people's minds is "dark."

In response to popular demand, Ron Moore came out with the Moore 24 SC (for 'sport cruiser') in 1984. The SC, or 'sedan', featured a redesigned deck with a small cabin, which did wonders for the feel of the interior. Besides adding a little welcome (sitting) headroom, light from the windows made the boat about twice as big below as its flush-decked sibling. Though the sedan caused some grumbling in the ranks as to sanctity of the Moore's one-design status (the SC deck weighs slightly more), after it came out, nobody ordered another flush decker. The last 28 boats were all SCs.

The last Moore 24, hull #156, was built in 1988. The molds stand ready for #157, but so far, no takers. What with the economy and sailing both in a state of flux — and plenty of perfectly good, wave-hungry 24s out there on the used boat market (prices range from about \$7,000 for a beater to \$17,000 for a full-on racer) — these days Ron Moore spreads his eggs among many baskets. In addition to a new 20-footer under development, current projects include building missile parts, composite houses for use in Antarctica, and exotic car parts.

George Olson has also been away from the wild and crazy boat building business for a number of years. He now designs and builds amusement park sets for Disney and Universal, among others.

But like the big swells that roll through Monterey, the Moore 24 continues on as strong as ever. In fact, there's been something of a resurgence of the Santa Cruz fleet in recent years, which some weekends puts as many as 20 boats on the starting line. Other fleets are active in Southern California, Dallas/Ft. Worth and on Flathead Lake, Montana, of all places. (The Bay Area fleet fragmented in the mid-'80s after political infighting, although a number of individual boats still compete in local Bay and Ocean handicap events.) And, true to the Moore's 'big little boat' roots, many are trailered to and from races in the Northern California Lake Circuit.

Ron Moore feels that sooner or later, the cycle will come full circle and people will once again start ordering Moore 24s, "Probably full-on custom boats for people who can appreciate the performance — and the fact that these days this is a \$20,000 boat," he says.

Although our Boat of the Month articles are aimed primarily at the design, to summarize this one we have to depart slightly from the regular format. It's difficult enough to do justice to any boat or fleet without mentioning the people who sail them; with the Moore 24 fleet, it's impossible. This is one of the fun-lovingest and funniest groups of sailors of any design. And the most helpful both to each other and to other sailors in general. As room here's running out fast, please refer to 'Beware the Dreaded MDS' back in *Sightings* for some of the insidious ways sailing a Moore 24 preys on the human mind.

Quality, performance, product support, people — you name it, this fleet's got it. Any way you look at it, the Moore 24 is one of the real class acts of West Coast sailing.

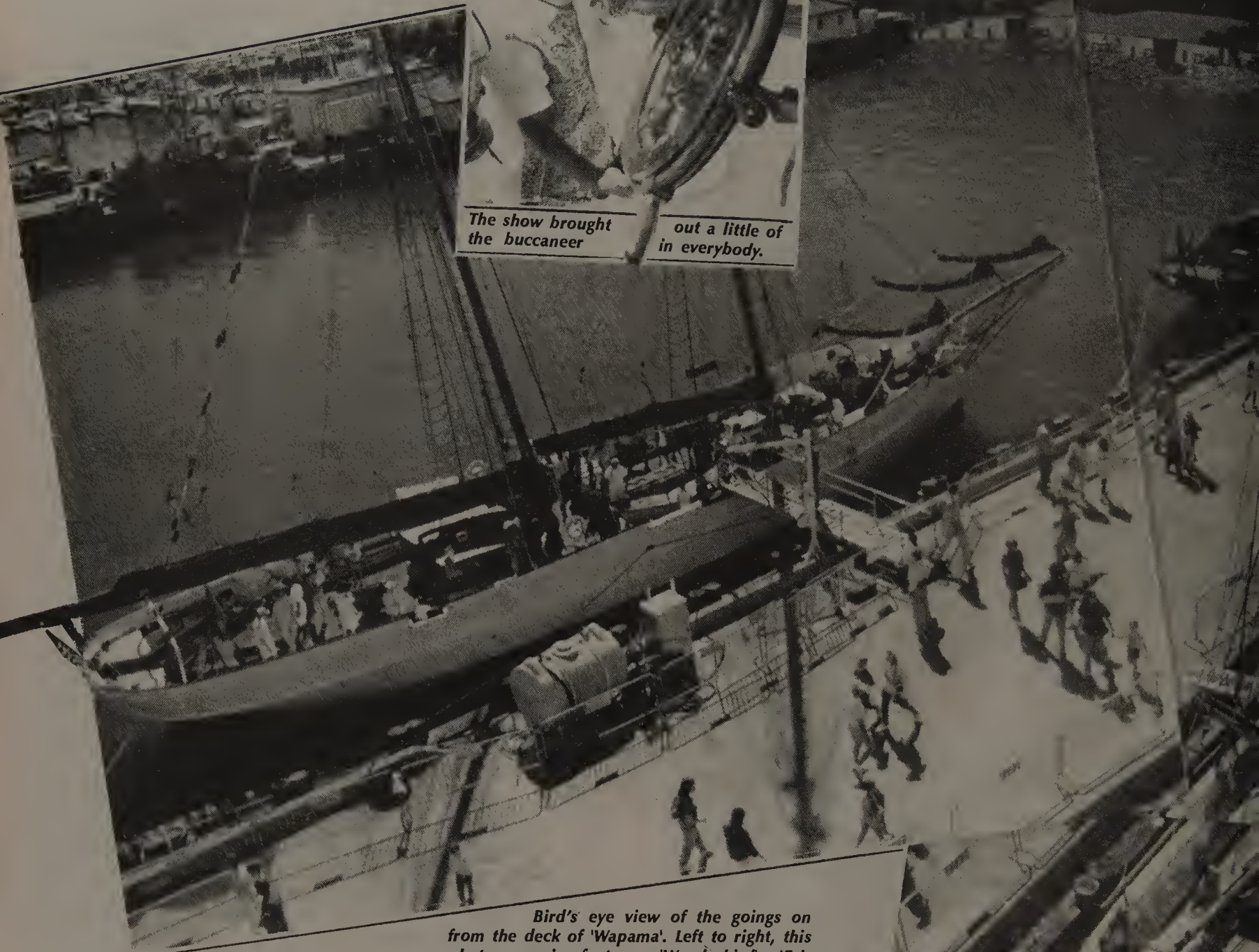
— latitude/jr

THE VINTAGE



The show brought
the buccaneer

out a little of
in everybody.



Bird's eye view of the goings on from the deck of 'Wapama'. Left to right, this photo mosaic features 'Wanderbird', 'Fair Sarae', 'Jacqueline' and the Master Mariners.

They do it in the Pacific Northwest. They do it in New England. Heck, they even have classic and/or wooden boat shows in San Diego and Newport Beach. Oddly, however, considering the Bay Area is a West Coast center of classic yacht activity, there was no public celebration of this facet of our maritime heritage until last year.

and plans were immediately begun for a sequel.

It was held on October 7 — ironically the same day a federal budget impasse caused the temporary closing of the historic fleet at the Hyde Street Pier. This year, the Vintage Boat Show attracted some 3,000 visitors and two dozen vintage and historic vessels

It's the first time the public's been able to see
this many classic vessels at one time.

In 1989, the Sausalito Tallships Society finally remedied this glaring oversight with the first annual Vintage Boat Show, held at the Corps of Engineers docks at the Bay Model in Sausalito. Attended by some 1,000 aficionados, the show was deemed a success

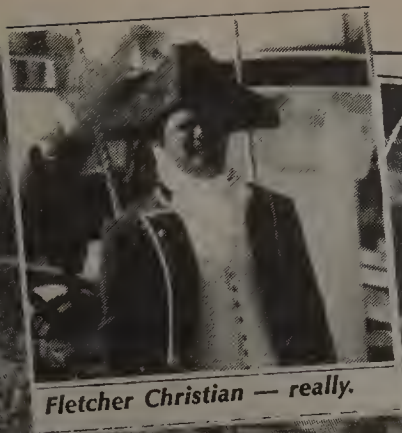
ranging in size from a 23-ft replica of the *Bounty* launch in which the infamous Captain Bligh successfully navigated 19 loyal crewmen some 3,600 miles to safety after the mutiny — to the fabulous 1962 recreation of *HMS Bounty* herself. The big

ship, now owned by Turner Broadcasting, was built for the Marlon Brando/Trevor Howard version of the movie.

As mentioned in previous issues, part of its crew are actors in period costume who give modern visitors a glimpse at life aboard in the late 18th century. And get this: two of them were Calvin Fletcher Christian of San Mateo, a sixth-generation descendant of the 'real' Fletcher Christian; and William Bly who's reasonably sure he's related to the 'real' William Bligh. It was great.

In 'supporting roles' were some of the

BOAT SHOW



Fletcher Christian — really.

MASTER MARINERS IN ATTENDANCE

boat	type	built	owner
Apache	58'schooner	1925	Ron Romero
Black Witch	32'sloop	1949	Craig Swayne
Evening Star	56'yawl	1937	Wm. Vaughan
Goza	28'Big Bear	1938	Ed/Linda Witt
Honalee	28'ketch	1962	Les Schuldt
Ingolf	25'sloop	—	Richard Corville
Kitty Sark	16'catboat	—	Alice Cochran
La Mouette	23'yawl	1985	Steve Osborn
Lizard King	76'schooner	—	Alex Crichton
Makani Kai	40'ketch	1970	Ken/Kristine Inouye
Paddy West	36'yawl	1901	Mike/Sue Proudfoot
Pilgrim	38'cutter	1955	Howard Griffus
Pisces	25'sloop	1933	Kurt Eichstaedt
Sadie	36'schooner	1959	Dave/Sherry Kimball
Styx	65'schooner	—	Jim Ahern
Tai Kuri	48'ketch	1970	Pat Henderson
Tere	39'yawl	1939	Mike/Tricia Miller

LATTUDEJR

open to showgoers for inspection — the first time we can remember that the public's been allowed to see this many historic vessels 'up close and personal' at one time. Said one fellow escorting his young son around *Wanderbird's* no-nonsense main deck, "I've heard and read about this boat since I was a little kid. To actually get to walk the decks is like a dream come true."

Also on display were a few new boats built using traditional designs and methods, including Lance Lesneski's *Whitehall Dory*, built by Gualala's Ken Mober in 1982; and a lovely example of a Herreschoff sailing and rowing dinghy built by Sausalito's Charlie Parker.

The event also showcased the talents of half-hull modelmaker Michael Lawler (whose wares can be seen at the Armchair Sailor bookstore in Sausalito), marine artists Chris Hammond and Georgina Candelaria Wells;

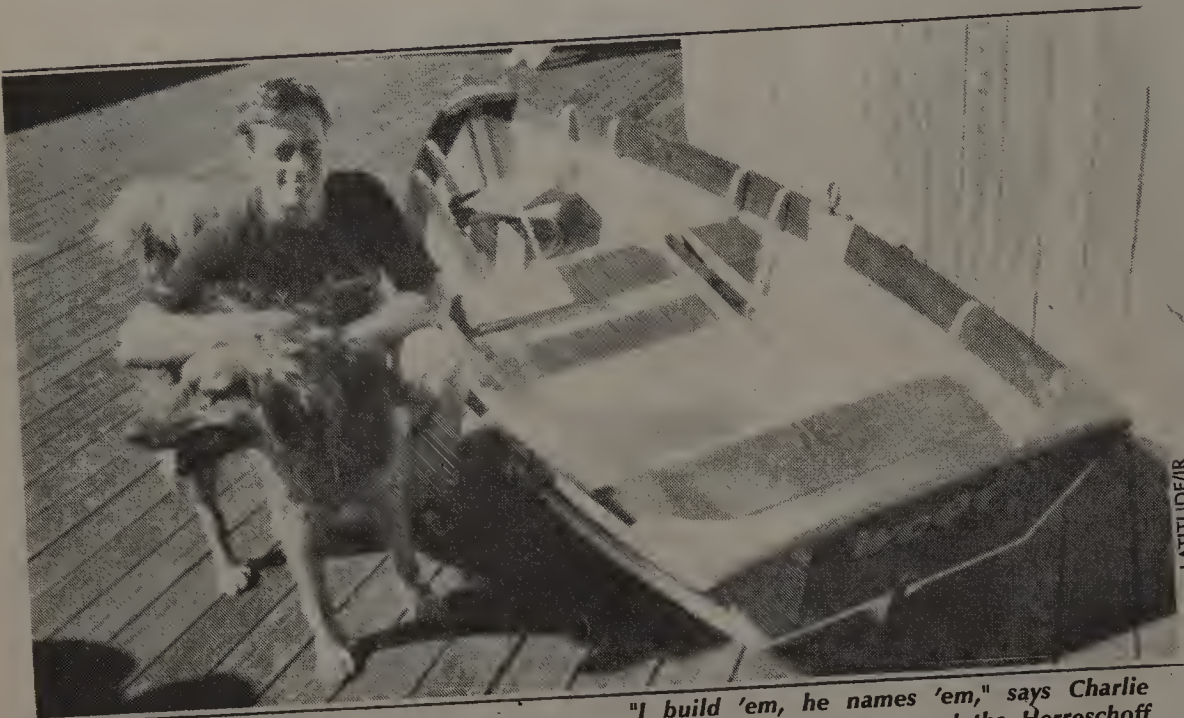
A page out of history — '*Bounty*' and her launch.



JOHN SKORIAK

Bay's better-known tallships: Anna and Harold Sommers' 102-ft pilot schooner *Wanderbird*; Lucy Bancroft's lovely 103-ft William McMeek schooner *Fair Sarae*; the bulldog-like 122-ft topsail schooner *Jacqueline*, owned by Pinnacle Enterprises of Richmond; and the even more bulldog-like 80-ft scow schooner *Alma*, which is owned and operated by the National Park Service. (See sidebar for other vessels in attendance.) Though visitors were asked to respect the privacy of some liveaboard owners and not go below, most of the boats were completely

THE VINTAGE BOAT SHOW



"I build 'em, he names 'em," says Charlie Parker of his dog Mate and the Herreschoff dinghies.

and music by 'Ship of Fools' and the Pensacola Navy Choir. (Though not an official part of Fleet Week, the Vintage show 'shared' the weekend festivities with that annual tradition.) The show also included the screening of several sailing films, such as Irving Johnson's "Around Cape Horn in a Square Rigger", a whaleboat race, food booths (including one that served authentic

18th century food), and plenty of perfect fall weather. And for the really smitten, Ron Romero was even kept busy taking people on short sails aboard his restored 58-ft Cox and Stephens schooner *Apache*.

Ed Griggs of both the Bay Model and Sausalito Tallships Society burned a lot of

midnight oil putting the show together. And it's all for a good cause. All money raised, some \$8,000 this year, will go to the STS's Cadet Scholarship Program, which puts several deserving local youngsters aboard the state tallship *Californian*.

We're gratified to hear the Vintage Boat Show is on its way to becoming an annual fixture on the Bay Calendar. Griggs says future plans call for expanding the show to two days and drawing in at least one large square rigger from the 'world fleet' of training/goodwill ships for each show. He was working with the Columbus Quincentary Committee on that very subject for the 1991 show as we went to press.

"I think the show's a success no matter how you measure it," says Ed. We have to agree. All in all, we had darn near as much fun nosing around all those old boats as we do going sailing!

— latitude/jr

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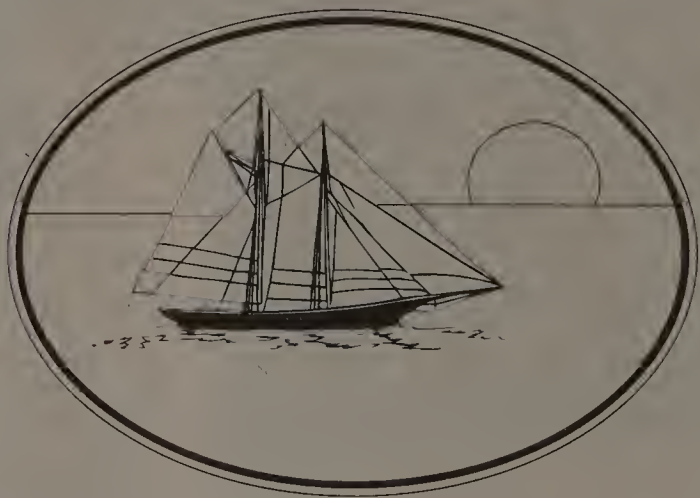
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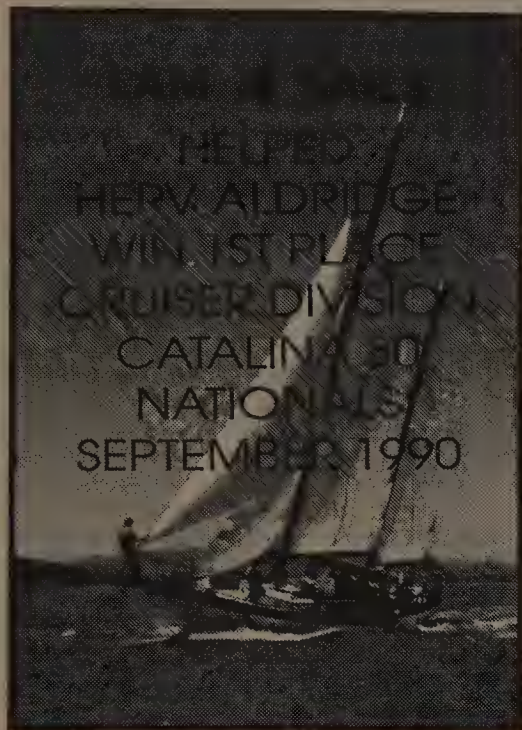
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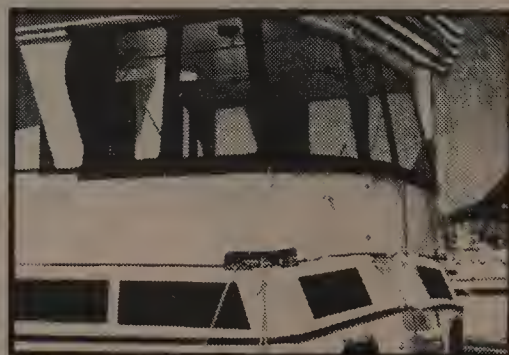
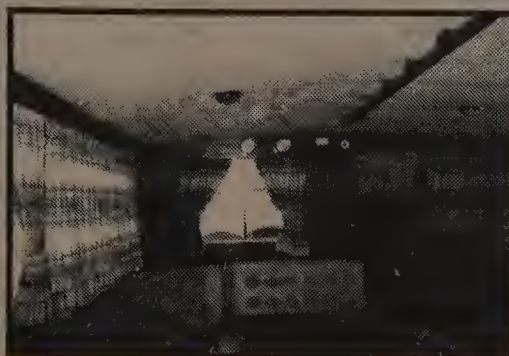


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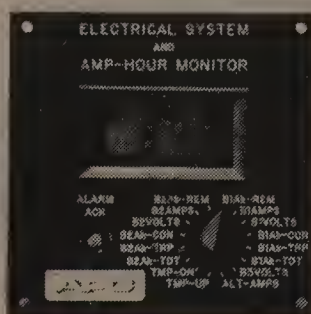
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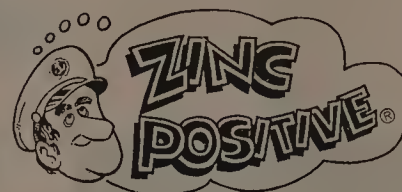
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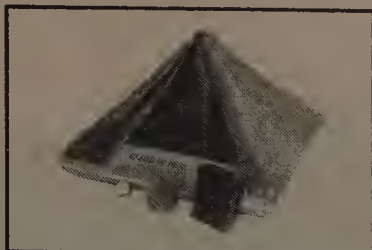
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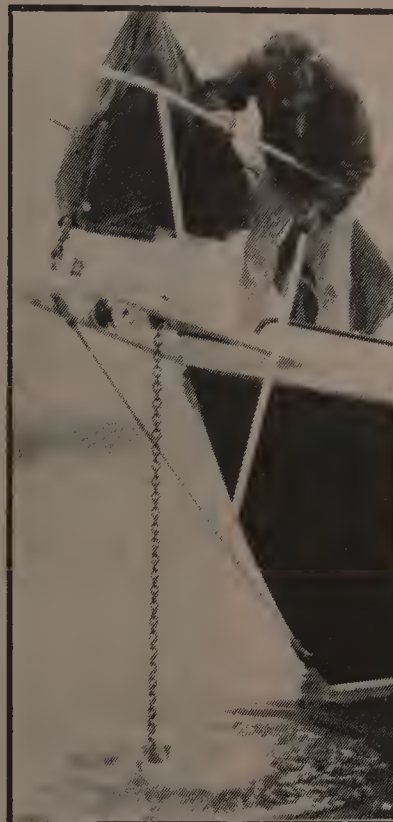
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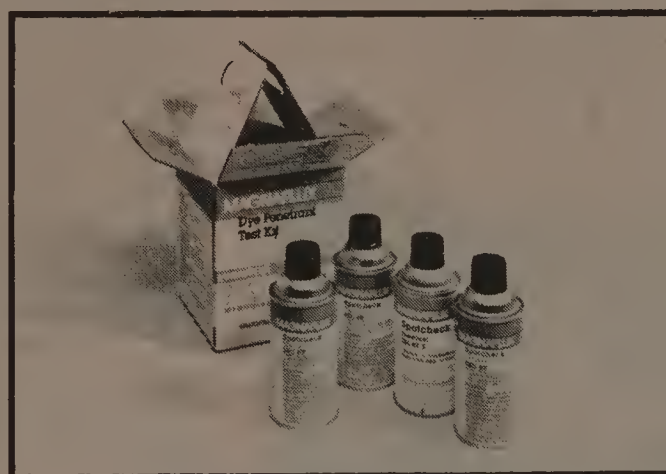
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WORLD OF

With reports this month on chartering in the **Aegean Sea**; a wonderful charter in **Alaska**; a not-so-wonderful **Hinckley charter** in the Caribbean; and a special bonus feature, "The World of Charter Guide to the **Eastern Caribbean**."

Tips On Chartering In The Aegean

While I am cruising my own boat around the world rather than chartering, I offer the following suggestions to anyone contemplating an Aegean Sea charter.

Plan to charter in May and June or September and October. July and

through the Dardanelles and down the Aegean. In July and August they blow force 6 & 7 and can last from three days to an entire week. In the other months they're usually a more tolerable force 3 or 4 and not quite as regular or as long lasting.

Sail the Aegean from north to south. If possible, pick up your boat in Istanbul and enjoy the run south before disembarking at Kemer.

There can be tricky currents in the Dardanelles. British Admiralty charter #242 shows the currents and countercurrents. They shouldn't be a big problem to San Francisco Bay sailors.

Personally, I prefer the Turkish coast of the Aegean and around the southern coast of Turkey as far south as Antalya. You daysail along a spectacular coastline with many sheltered inlets and inland anchorages. The Turks are very friendly and helpful. The charter boats I've seen are mostly Beneteaus and Jeanneaus, which are well-equipped and immaculately maintained.

Cruising Turkey is probably a little less expensive than cruising Greece, which is experiencing a severe drought. The lack of water has caused everything to become in short supply and expensive — including water. I also like the Turkish food better. Communication with Turks is no problem although they speak better German than English.

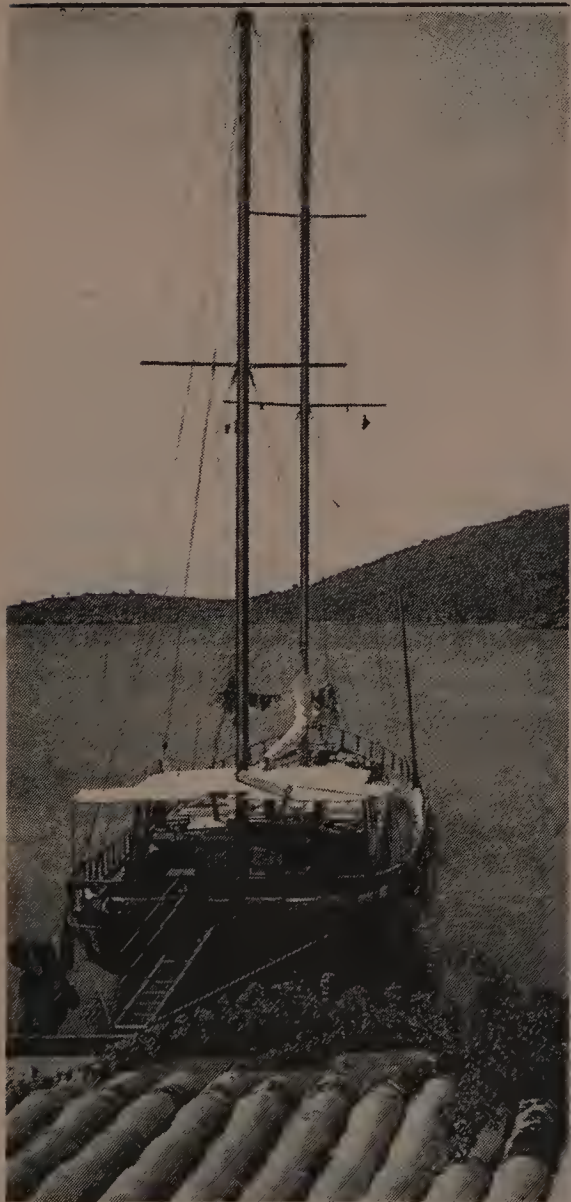
I recommend chartering a boat with a powerful engine that carries plenty of diesel. There aren't steady wind patterns in the Med. "The wind is not enough or too much, and always on the nose", is the consensus about the Med.

The best buys in Turkey are leather goods and, of course, Turkish carpets. Bargain furiously, however. MasterCard and Visa are accepted almost everywhere.

— tom keigwin
turban kemer marina
kemer, turkey

Tom — Thanks for that report. We saw a photograph of a sign on a boat doing day charters out of Bodrum. It read:

"Do You Want To Be Cool? For the



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The spectacular Turkish coastline offers plenty of secure anchorages and crystal clear water.

particularly August are boiling hot and that's when the *meltemis* blow force 6 & 7. The *meltemi* is a northeast wind that whips



Ladies, free beauty treatment, sun, cold drinks and hunky men. For the Gents, plenty of swimming, snorkeling, topless lovelies and beer. (If you don't believe us, come with us!)"

It's nice to see how well American culture travels, isn't it?

Baskin' in Alaska

This summer I finally satisfied a longstanding desire to sample the summer cruising waters of Alaska's Inside Passage. The results were superlative in all categories: scenery, weather, food and good crewmates.

Our group chartered a Catalina 30 for three weeks from 58° 22' North Sailing Charters of Juneau, Alaska. Brothers Del and Wayne Carnes operate the company, whose fleet consists of a Catalina 30 and Catalina 36. They were most helpful in suggesting an interesting itinerary and handling the necessary onshore logistics. But enough of the unsolicited advertising.

We were there to experience Alaska; to sail among the humpback whales under clear blue skies and to enjoy the majestic scenery of rugged mountains and awesome glaciers. Our appetites were satisfied by fresh king salmon and king crab on a regular basis. Naturally, there was never a shortage of ice for drinks.

The 18-hour mid-July days and 80° temperatures made long passages not only possible, but most enjoyable. The highlights:

— A broad reach down Tracy Arm,



During a three-week sailing charter in Alaska, you constantly see dramatic scenery and thriving wildlife.

after leaving Sawyer Glacier. This was the most exciting sailing of the trip as the everchanging wind funneled down the narrow gorge to push us along at better than eight knots.

— Discovering beautiful Mole Harbor off the Seymour Canal. The shoreline, studded with tall firs, offered opportunities to view bald eagles. Just outside Mole Harbor we encountered a pod of humpback whales.

— Enjoying a sumptuous feast of crab and other delicacies while cruising along Lamplugh Glacier — when a huge section of its face calved!

A note of caution to others who plan to charter in Alaska: *study those tide tables!* With a tidal range sometimes in excess of 20 feet, you can have a rude awakening some night if you're not carefull!

— warren cohen
walnut creek

Unhappy Charterer

In your September *World of Chartering* "Round-Up" you editorialized that "you can get some phenomenally low prices on bareboats" in the low season in the Caribbean. In the very next sentence you go on to say "Outfits that you might want to consider are Hinckley Charters Caribbean out of the Virgins". Then you go on to list several other bareboat charter companies, all of which are advertised in

your September edition.

I hope your editorial comment regarding low prices is based on some personal knowledge and not merely on the fact that those companies advertise in your magazine. If it weren't, I would consider it to be exceedingly crass.

So let me tell you my experience about the 'phenomenally low prices' at Hinckley in the off season. We chartered a Hinckley Southwester 51, which as you can see from the enclosed charter contract was \$5400 for 10 days, plus an insurance premium of \$340 (and even with the exorbitant premium there was still a \$500 deductible).

To be honest, I don't know what the high season rates are for Hinckley, but I can't believe they can be much more than we paid. Maybe you can verify that we paid a phenomenally low off season rate, in which case I would retract my position on your editorial. But I really believe I'm on firm ground.

And while on the subject of Hinckleys, I am enclosing the three pages of check-out notes that list the multiple problem areas with the boat. As you can see, after paying almost \$6,000 for a bareboat, which should put it in the Rolls Royce category, it *still* had cockroaches on board.

So before you endorse Hinckley as an outfit which offers "phenomenally low off season prices", maybe you should check out their prices and the condition of their boats.

Incidentally, I have previously

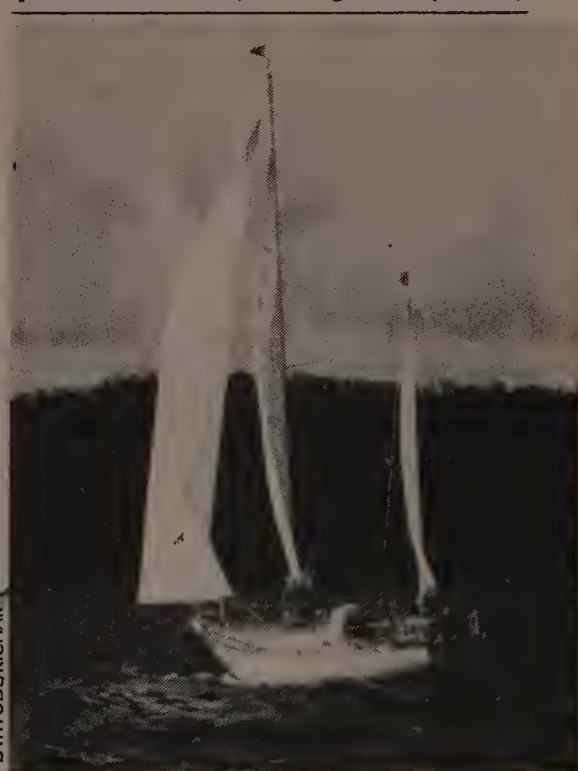
chartered bareboats from three other companies, plus I operated my own term charter boat for 2½ years in the Caribbean, so I have some knowledge where of I speak.

— colin b. gould
auburn

Colin — You're way off base as a result of torturing the meaning of our words.

We indeed wrote "you can get some phenomenally low prices on bareboats" in the off-season — because it's a matter of simple fact. Anyone willing to make a couple of toll-free calls can find companies that charge as little as half of their high season prices. The Moorings, Bimini and Go Vacations are three outfits that pop to mind which offer some of their fleet at 50% and more off the high season rates. That's 'phenomenal' in our book.

We then wrote "outfits you might want to consider are . . ." and listed several of them. This was in no way meant to suggest that the listed companies necessarily offered "phenomenal" rates, although all of them,



Chartering a Hinckley is like renting a Rolls; you pay a lot for the name.

including Hinckley Charters Caribbean, offer low season rates that are at least 25% off high season.

COURTESY JOHN NEAL

LATITUDE/CHART

Why did we list the outfits we did? For the very reason you fear: because they had advertised in recent issues of *Latitude*. You may think that's crass, but we think you're wrong. These are the folks who underwrite the magazine you and more than 100,000 other folks enjoy reading each month; is there anything wrong with us suggesting that our readers "might want to consider" them? Not to our way of thinking, especially when some among them offer the highest off season discounts available. And how a lawyer such as yourself can equate "might want to consider" with "an endorsement" doesn't say much for whatever law school you attended. "We guarantee Hinckley Charters Caribbean is an outstanding company with which you won't be disappointed" — that's an endorsement!

Hinckleys are indeed in "the Rolls-Royce category". Are Rolls-Royces the most dependable, swift, comfortable or reliable automobiles for the money? Not by a long shot. When you pay for the nose for a Rolls, much of what you're acquiring is snob appeal. It's the same with Hinckleys. When you charter one, a good chunk of what you're paying for is the prestige of being able to return home and casually let friends and associates know that you spent your vacation in the Caribbean aboard a Hinckley. Stuff like this is very important to insecure Northeastern social climbers and folks running out of inheritance, but who the hell in California, let alone the Sierra foothills, could give a hoot?

If you don't care about the prestige, why charter an \$800,000 51-foot Hinckley when you can charter a very fine \$400,000 51-foot competitor's boat for less? After all, Hinckley boats and charters are specifically not aimed at the 'big bang for the buck' market. And you can't exactly claim ignorance — not if you've chartered before and not if you ran your own term charter boat for two years.

As for your complaints with the condition of the boat, excuse us, but many of them seem awfully persnickety: "aft sink plug won't hold water", "one sink plug missing in galley", "no toilet brush in aft head", "anchor locker needs design change", "aft head needs portlight or hatch", "hatches too small for windscoops", "anchor chain not well marked", "underneath shower grating dirty", "sawdust in grabrail over port settee", etc. We're not trying to dismiss



No matter whether it's on a bare or crewed boat, chartering in the Virgins is fantastic sailing fun.

them, but it seems like you're really stretching to find complaints wherever you can.

Update: We just spoke with Judy Alberton of Hinckley Caribbean Charters, and she informs us that an insurance claim was filed over your charter. Something about one of your group — not you — having been observed inadvertently putting the boat into gear and ramming the dock at Cruz Bay. Apparently there was \$1300 damage to the bow and the boat will need repainting. Excuse us for being skeptical, but after your endless nitpicking about minor details on the boat and neglecting to mention a relatively serious insurance claim, it almost seems as though you've lashed out at us and the charter company to conceal the real source of your anger.

Ms. Alberton, incidentally, informs us that Hinckley Charters Caribbean has been in business for 25 years and both Puffin and their other Hinckley 51; Princess, are both busy charter boats.

World of Charter Guide To The Eastern Caribbean

Every sailor has read about 'chartering in the Caribbean', but most Californians seem to have a foggy notion of what it means. With the Caribbean high-season to

start on December 15, we're going to try clear the air.

There are two major misunderstandings about the Caribbean. The first is geographical. Californians think the Caribbean starts 50 miles east of Miami and includes Bimini, Freeport and Nassau. That's the Bahamas, not the Caribbean. While the Bahamas are tropical, they're in the Atlantic and have nothing to do with the Caribbean. There is chartering in the Bahamas, but nothing like on the scale of the Caribbean.

For charter purposes, what's generally meant by the 'the Caribbean' is the 650-mile long crescent of islands starting in the Puerto Rico to the northwest and ending in Grenada — just 90 miles from South America — in the southeast. Puerto Rico is 3½ hours from Miami by jet. Again, there is chartering elsewhere in the Caribbean Sea, but nothing like the Eastern Caribbean.

The second major misunderstanding is that all the Caribbean islands are physically, culturally and politically alike. They aren't, no more than Tijuana is like San Diego or Marin City is like Sausalito. Primitive and lightly-developed Anguilla, for example, is just five miles from the casinos and sophisticated duty-free shopping of St. Martin. And cosmopolitan Martinique is just across the channel from rural and 'leave-us-alone' Dominica.



LATITUDE/RICHARD

Most of the islands are independent countries that took their freedom from European countries within the last 25 years. The major exceptions are the French islands, whose populations are proud to be French.

What *all* the Eastern Caribbean islands have in common are ideal sailing conditions for 10 months out of the year. (September and October offer some fine sailing, too, but with humidity and a threat of hurricanes.) The rest of the time tradewinds blow between 10 and 20 knots with remarkably consistency. It's a very rare day in the Caribbean, for example when the wind doesn't blow. It's also unusual for the wind to blow much over 25 knots. Seas are generally calm to moderate, and the air and water are delightfully warm year 'round. The water is as gorgeous as you'll find in the world.

Except during heavy squalls, navigation is simple because you can almost always see the next island you're sailing too. Thus a good pair of eyes is more important than GPS or SatNav. There are reefs and other hazards in the Caribbean, but for the most part you sail along the leeward shore where you tend to sail away from trouble rather than toward it. This is not Fiji. All the hazards are well charted.

There are three relatively distinct chartering areas within the Eastern Caribbean; the Virgins, the St. Martin/

Antigua area and the Grenadines. We'll touch on the Virgins in this issue and the other two areas in future issues.

The Virgins' are actually the U.S. Virgins (St. Thomas, St. John and St. Croix) and the British Virgins (Tortola, Virgin Gorda and assorted smaller islands). The two countries are separated physically by as little as half a mile — and a world of attitude.

While the 'big city' and charter center for all the Virgins is Charlotte Amalie on St. Thomas, almost all the most popular anchorages are in the British Virgins. The exception is the north shore of St. John, which truly has some of the most beautiful water and beaches in the world.

The Virgins are the most popular bareboat charter area in the world because of the great sailing conditions — and the Sir Francis Drake Channel. The 40-mile long channel is lined on both sides by islands, which means it's waters are as protected from open ocean swells as San Francisco Bay. The spirited smooth water sailing appeals to novices, families and lots of women.

Another attraction is that the anchorages are so plentiful and so close together. It's hard to find an anchorage anywhere in the Virgins that isn't less than 30 minutes sailing from another fine anchorage.

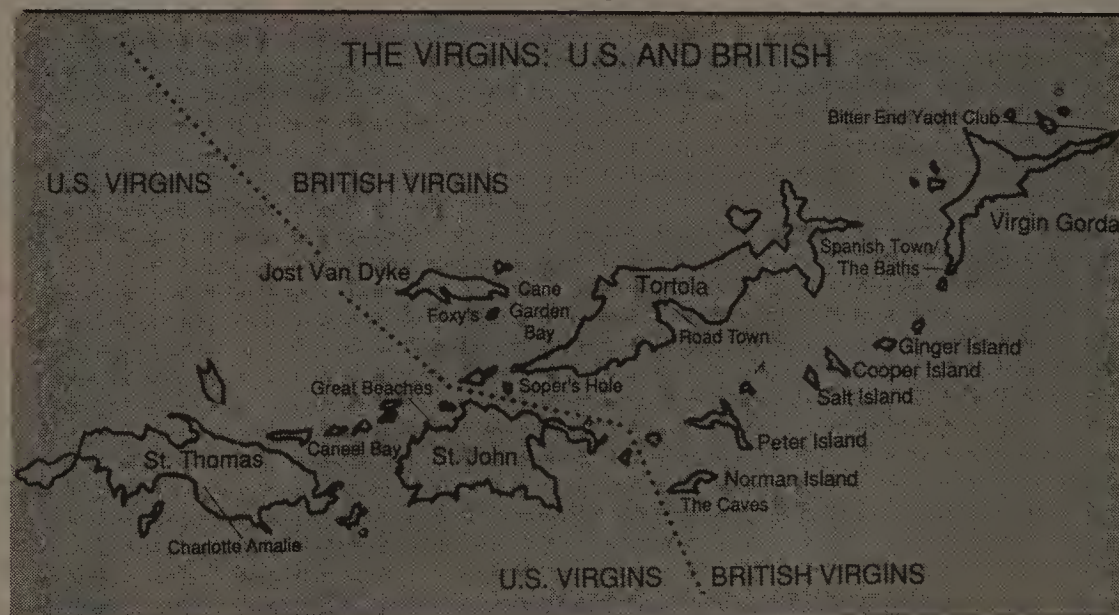
chartering.

Things not to be missed: Feeding the rays near Caneel Bay; they swim right up to you and sort of 'vacuum' pieces of squid from your hand. They love to be petted, too. Feeding the fish while swimming near the caves at Norman Island is also a kick. Pull a piece of bread from a Ziplock bag and you'll have a thousand brightly-colored ones nipping all around you. Palm-lined Cane Garden Bay is always beautiful, but never more than when a nice right peels off the point. Jost van Dyke is extremely popular, especially Foxy's, where you're likely as not to have a song made up about your group right on the spot. Spanishtown, the Baths and North Sound of Virgin Gorda are also favorites of ours.

You can cover most of the Virgins in a week, but that's really pushing it. Ten days gives you time to linger at spots you particularly enjoy and allows you to make the most of your expensive plane ticket.

American and Pan Am fly direct to St. Thomas; American, Delta and Pan Am fly to San Juan with excellent connections to the British Virgins. Don't necessarily avoid this short connecting flight from San Juan; you get a great aerial view of the waters you'll sail.

While there are lots of good outfits operating out of St. Thomas, lots of folks prefer to start their charters from the British



Alas, the Virgins' big problem might be that it's too good. Many sailors find that it's more crowded than they'd like. It's not the most adventurous chartering either, in the sense that most of the British Virgins' economy seems to revolve around

Virgins. The reason is simple; the wind blows straight down the Drake Channel, and St. Thomas is at the leeward end. Gentlemen, cruisers and charters prefer not to sail to weather.

Next month: St. Martin and Antigua.



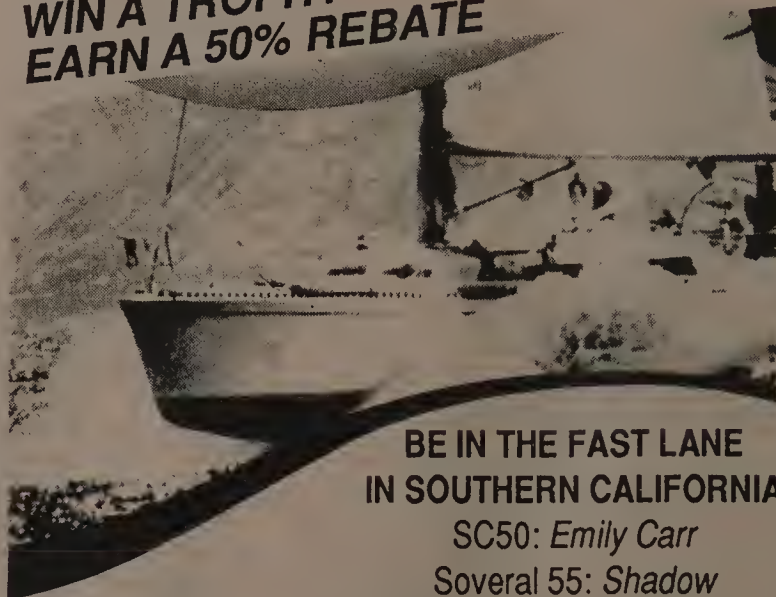
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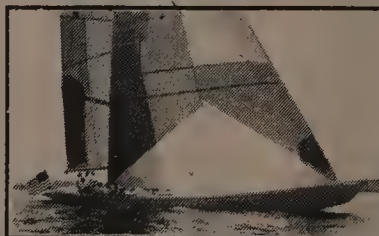


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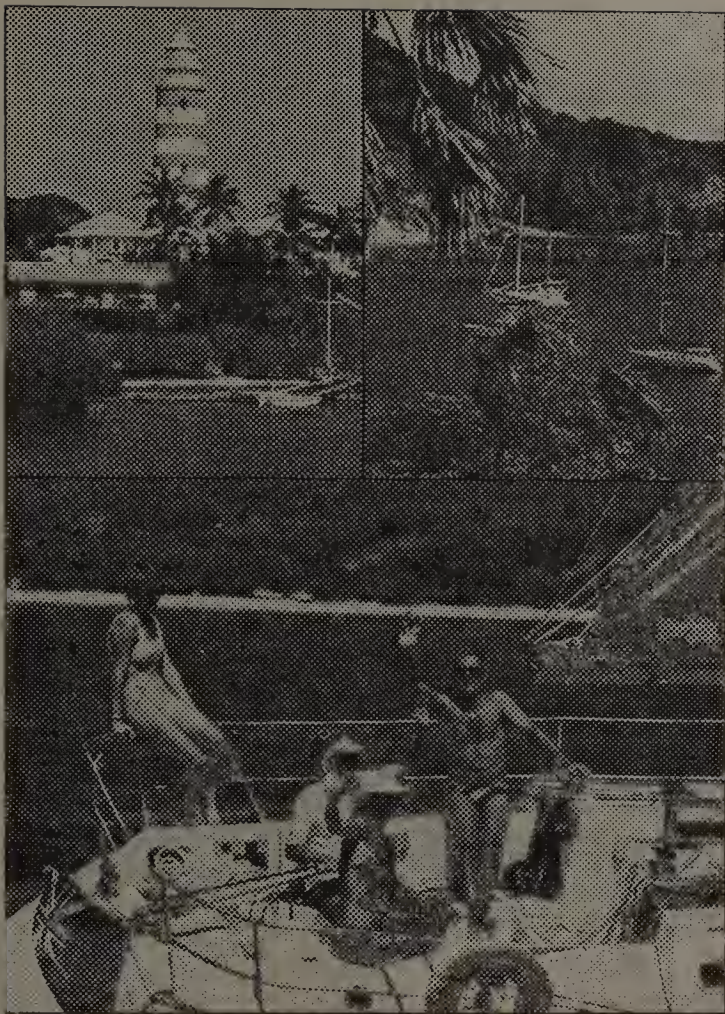
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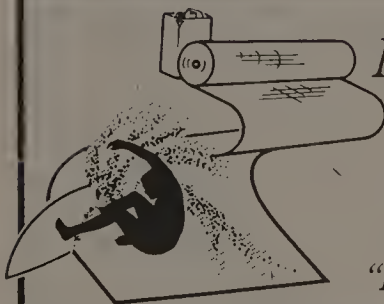
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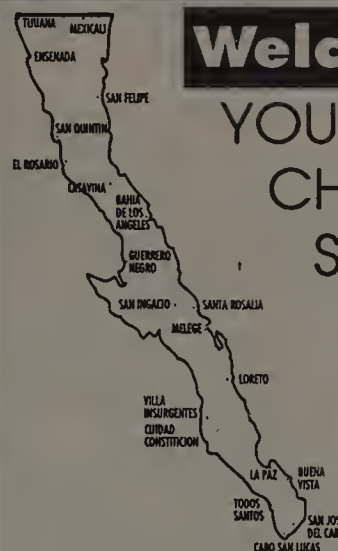
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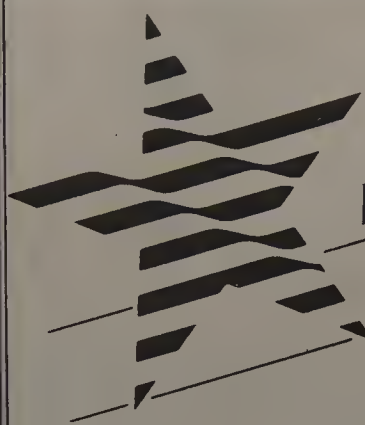
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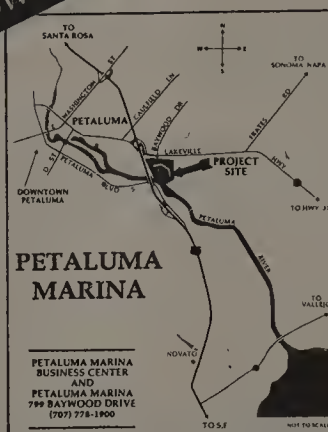
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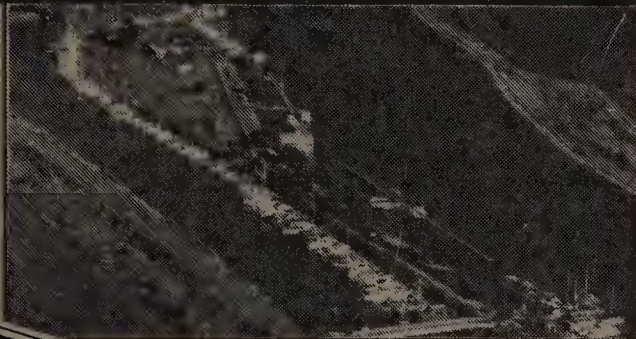
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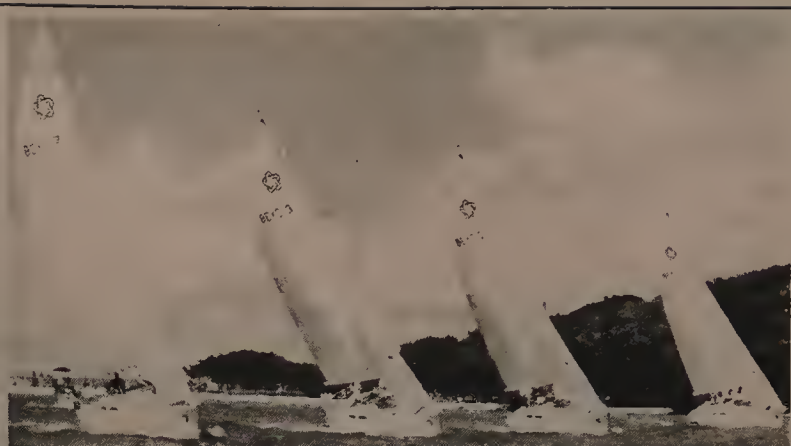


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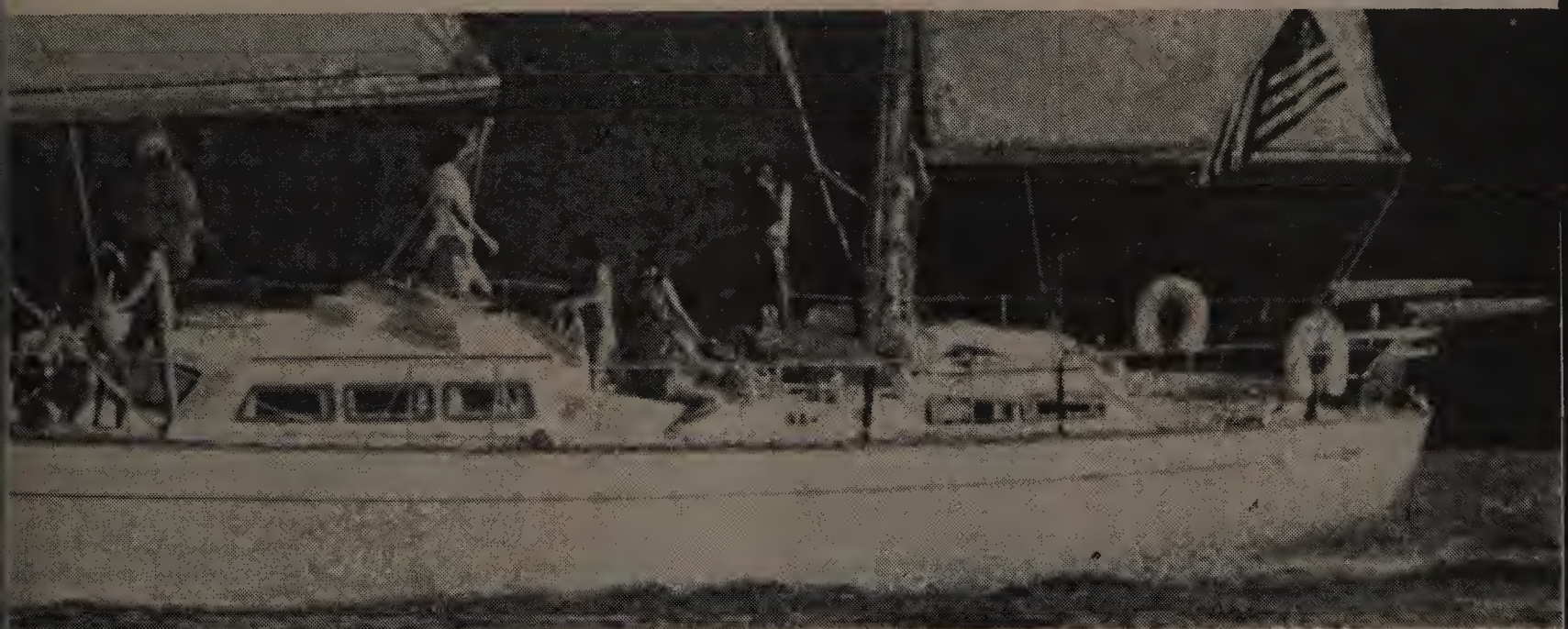
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THE RACING

With reports this month on the final **Fifty-Footer regatta** in Newport, R.I.; a mellow **Half Moon Bay Race**, Berkeley YC's revitalized **Women Skipper's Race**, the **South Bay YRA** season winners; results of the **Watts Trophy** owner/driver series and other news from the **ULDB 70** class; a little boat dominates HDA's **Yankee Cup**; the IC's hold their first **Reunion Regatta**; the **All-Islander Regatta** fails to live up to its name, as does the **Vallejo One-Two**; a hardchine **dinghy regatta** on the Cityfront; results of the **International Masters Regatta**; and the usual wealth of **race notes**, some more interesting than others.

Fifties Finale

The Reichel/Pugh designed *Abracadabra*, owned by Jim Andrews of Birmingham, Alabama, finished off a Cinderella season by winning the last regatta of the International 50 Footer circuit at Newport, Rhode Island, on October 4-7. In the process, they won the seven regatta, one throwout, 1990 series by half a point over Udo Schutz's early leader, *Container*.

Amazingly, the salmon-colored *Abracadabra* didn't join the circuit until the third regatta, missing both contests (Japan and Key West) earlier in the year. With 9 points

regattas.

Abracadabra's dominance of the 50s at the Newport regatta was remarkable: her 1,1,1,1,3,3,1 record was unrivalled during the season. The heavy air series (up to 30 knots) claimed three rigs (*Will*, *Diane* and *Carat*), a boom (*Windquest*) and two rudders (*Will*, *Carat*), but *Abracadabra* not only survived the carnage, she thrived on it. A month earlier, when she won the light air Nantucket regatta, *Abracadabra* proved equally slippery at the other end of the wind scale. "We're annihilating the Farr 50s," claimed co-designer Jim Pugh. "They're the 'first generation' of fractional 50s; we're the second."

Abracadabra's new sistership, Jerry Schostak's *Fujimo*, wasn't as lucky, breaking her main halyard lock, a steering cable and taking an "I" flag in one race. With Kimo Worthington steering and Pugh and Craig Healy calling tactics, the boat placed eighth in her debut. "If anything, *Fujimo* looks even faster than *Abracadabra* upwind," said Pugh. "It was our first race on *Fujimo*, and we're still working out the bugs."

Another R/P 50, this one for Mark Morita of *Champosa* fame, is scheduled to splash down in December. The 1991 circuit — which will feature stops in the U.S., Europe and Asia — kicks off at Key West in mid-January.

NEWPORT — 1) *Abracadabra*, R/P, Jim Andrews, Alabama, 6.75 points; 2) *Container*, J/V, Udo Schutz, Germany, 16; 3) *Springbok*, Farr, David Rosow, Connecticut, 16.75; 4) *Carat VII*, Farr, Wictor Forss, England, 31; 5) *Champosa*, N/M, Mark Morita, Japan, 33; 6) *Windquest*, Farr, Richard DeVos, Michigan, 36; 7) *Infinity*, N/M, John Thomson, Long Island, 44; 8) *Fujimo*, R/P, Jerry Schostak, Michigan, 50.75; 9) *Insatiable*, N/M, Krehbiel/Tank/Lee, Chicago, 51; 10) *Will*, Farr, Ryouji Oda, Japan, 55; 11) *Airwaves*, Frers, Turner Porter, Maine, 59; 12) *Diane*, Soverel, Robert Schwartz, Long Island, 73. (12 boats)

FINAL OVERALL STANDINGS — 1) *Abracadabra*, 14 points; 2) *Container*, 14.5; 3) *Springbok*,



LATITUDE/ROB

Not a bad month for yacht designer Jim Pugh: both *'Abracadabra'* and *'Taxidancer'* distinguished themselves in tough fleets.

already "earned" from the Key West regatta, driver John Kolius and tactician Ed Adams had to sail *Abracadabra* flawlessly to pull themselves back into the hunt. That's exactly what they did, posting four bullets and a second place in the last five



16; 4) *Windquest*, 22.75; 5) *Carat VII*, 29; 6) *Tiger*, 41; 7) *Champosa*, 42; 8) *Will*, 49; 9) *Insatiable*, 55; 10) *Infinity*, 63. (20 boats; best 6 of 7 races)

Half Moon Bay Race

Traditionally, one of the mellowest ocean races in Northern California is the season finale, the Half Moon Bay race. This year's contest, held on October 6-7, lived up to its reputation: "It was a perfect weekend in the ocean; light to moderate winds, with some really interesting decisions on how to get through the Golden Gate," said Sally Richards, who was part of an all-star crew that helped John Liebenberg's Express 27 Friday ice the overall MORA championship.

The bigger boats sailed a 32.7 mile course both days (around the Lightship), while the MORans and the Singlehanders sailed directly to Half Moon Bay (23 miles) on the way down, and around Channel marker "2" on the way back (28.6 miles). Currents were raging against the fleet both



The Wabbit 'Contingent' hops past 'Footloose' in Berkeley YC's Women Skipper's Race. Another Wabbit, 'Kwazi', was the big winner.

coming and going, causing a stack-up each day at the Bridge.

"Getting past the South Tower on the way out was the key to the race down," claimed Sally. "You had to sneak right up to the Tower, and you got flushed to the back of the line if you stuck your nose out into the current. I think George Kiskaddon on *Echo* was the only one to make it through in one try."

MORA — 1) *Friday*, Express 27, John Liebenberg/Sally Richards, 1.5 points; 2) (tle) *Freewind*, Cal 9.2, Don Lessley and *Bloom County*, Mancebo 30, Carl & Mark Ondry, 5. (4 boats)

PHRO — 1) *Spindrft V*, Express 37, Larry Wright, 3.75 points; 2) *Acay Deucy*, SC 50, Richard Leute, 4.75; 3) *Blitz*, Express 37, George Nelll, 7. (14 boats)

IMRDA — 1) *Petard*, Farr 36, Keith Buck, 3.75

points; 2) *Annalise*, Wylie 34, Paul Altman, 4; 3) *Kelly*, Olson 40, Ed Shirk, 4.75. (5 boats)

IMSO — No finishers; 1 starter.

SSS — 1) *Echo*, Wylie 34, George Kiskaddon, 3.75 points; 2) *Nidaros II*, Santana 30/30, Bjarne Junge. (4 boats)

Women Skipper's Cup

Nineteen boats sailed in Berkeley YC's 15th Annual Women Skipper's Cup on October 13, up from 10 boats in '89 and a mere 6 in '88. This was only the second year that men were allowed to crew (the first 13 races were limited exclusively to the fairer sex), and obviously the less stringent format has done wonders for attendance. Another contributing factor may be the demise of the Women's Racing Association (WRA), an organization that has faded away in the last few years.

Whatever the reasons, BYC's Women Skipper's Cup has become the premiere 'women's race' (not to be confused with the Adams Cup trials, which are 100% women crews) on the Bay. Topping this year's Cup

fleet overall was Margo Reiling, who herded her Wabbit *Kwazi* around the 12.4-mile course almost three minutes faster on corrected time than the next boat.

DIV. A — 1) *Kwazi*, Wabbit, Margo Reiling, CSC; 2) *Wildfire*, Ranger 37 mod., Bobbi Tosse, BYC; 3) *Harp*, Catalina 38, Salle Rowe, IYC; 4) *Excalibur*, Santana 35, Mary Swift, BenYC; 5) *Footloose*, Hotfoot 27, Mernie Buchanan, VYC. (8 boats)

DIV. B — 1) *Alabama Getaway*, J/24, Lisa Brinkman, NoYC; 2) *Twilight Zone*, Merit 25, Andrea Crankshaw, BYC; 3) *Toots*, Thunderbird, Femle Doodeman, GGYC; 4) *Freewind*, Cal 9.2, Betty Lessley, IYC; 5) *Chelonla*, Yankee 30, Lauren Anderson, SSS. (11 boats)

OVERALL — 1) *Kwazi*; 2) *A. Getaway*; 3) *Wildfire*; 4) *T. Zone*; 5) *Toots*; 6) *Freewind*; 7) *Harp*; 8) *Chelonla*; 9) *Excalibur*; 10) *Hardtack*.

South Bay YRA Final Results

The last of 8 races of the 1990 South Bay Yacht Racing Association (SBYRA) season was held off Coyote Point on September 29. In winds that varied between 3-15 knots, the usual suspects rose to the top of their respective classes: A) *Spectra*; B) *Dancer*; C) *Sundancer*; and D) *Stregata*.

"It was a good season," claimed race chairman Ed Rank. "But there's always room for more players. Next summer, we hope to recruit boats from the Upper South Bay — places like Oyster Point, Sierra Point, Ballena Bay, South Beach and China Basin. If anyone from these ports is interested in joining us, they can call me at (415) 462-6315."

Overall results follow:

DIV. A — 1) *Spectra*, Columbia 45, Hal Wright; 2) *Loose Cannon*, Express 27, Bill Swager; 3) *Coyote*, Wylie 34, Nick Klusnick. (9 boats)

DIV. B — 1) *Fat Bob*, Catalina 38, Robert Lugliani; 2) *Dancer*, Cal 9.2, 3) *Solitude*, Catalina 38, Clyde Thornley. (9 boats)

DIV. C — 1) *Sundancer*, Catalina 27, Robert Carlen; 2) *Svea*, Folkboat, Terry Manchester; 3) *Foolish Pleasure*, O'Day 27, Ed Benson. (5 boats)

DIV. D — 1) *Stregata*, Catalina 30, Harvey Aldridge; 2) *Santana*, Santana 22, Ken Brown; 3) *Chiquita*, Catalina 27, Hank Shade. (11 boats)

Sledding Update

Newcomer Brack Duker, sailing his newly purchased SC 70 *Evolution* for the California YC, wasted no time establishing himself on the sled circuit as he won Los Angeles YC's Kenneth Watts Trophy Series on October 13-14. Duker sailed the owner/

LATTITUDE/ROB

THE RACING

driver series with essentially the same crew that helped former owner Bob Doughty win the Cal Cup in May.

Light and shifty breezes plagued the four race regatta off Long Beach Harbor breakwater, making boat speed less important than sniffing out wind shifts. Duker's consistent 2,1,4,1 record was just good enough to fend off a determined effort by Davis Pillsbury's *Holua*, which lost the winner-take-all final race scenario by 1 minute, 13 seconds.

Meanwhile, Hal Ward's remodeled N/M 68 *Cheval* finished third, maintaining a viselike grip on the 1990 ULDB Association season championship. With a comfortable 5-point lead over *Holua*, and only a light air, downwind Cabo run between him and the overall prize owner, Hal Ward is still taking no chances. He's lined up the following all-star crew for the November 10th Cabo via Gaudalupe Race: Skip Allan, Robbie Haines, Mike Howard, Bill "Shakespeare" Jenkins, John Kostecki, Scott Vogel and Kimo Worthington. Talk about talent!

In other sledding news, the owners recently banned carbon fiber standing rigging — a logical move considering the cost (about \$45,000) and the fact that the stuff is uninsurable and carries no warranties. It's undeniably light — a savings of some 70 pounds aloft — but

The schedule — which doesn't include the March 2nd Newport-Cabo Race or the Big Boat Series — is as follows:

Puerto Vallarta Race (Feb. 1; counts 1.25 times), North Sails San Diego Sprint & BBQ (April 6; a new 80 "fun" dash from Long Beach to San Diego; counts .75), NHYC Skylark Series (April 20-21; counts 1), Ensenada Race (April 27; counts .75), Cal Cup (May 24-26; counts 1.25), TransPac (June 29; counts 2), Cabrillo Beach YC Summer Sled Regatta (TBA in August; counts 1), Watts Owner/Driver Trophy (TBA in October; counts 1) and Long Beach-Cabo (Nov. 16; counts 1.25).

At least one other sled besides Roy Disney's new SC 70 will join the fray next season, as Jim Ryley of Saratoga recently purchased SC 70 hull #15. Ryley, who won the Pacific Cup overall this summer with his SC 50 *Oaxaca*, will take delivery of his as yet unnamed boat in December. Skip Allan is the project manager, and we figure this will be a boat to watch.

WATTS SERIES — 1) *Evolution*, SC 70, Brack Duker, 7.5 points; 2) *Holua*, SC 70, Davis Pillsbury, 8.75; 3) *Cheval*, N/M 68, Hal Ward, 17.75; 4) *Maverick*, N/M 68, Les Crouch, 18; 5) *Taxi Dancer*, R/P 70, 19; 6) *Blondie*, SC 70, Peter Tong, 21; 7) *Grand Illusion*, SC 70, Ed McDowell, 22; 8) *Pyewacket*, N/M 68, Roy Disney, 29. (8 boats)

33; 7) *Blondie*, 25; 8) *Pyewacket*, 22; 9) *Evolution* (Brack Duker), 18; 10) *Maverick*, 17. (21 boats; best 3 of 4 races; 1 race left)

Yankee Cup

Mom always said if you can't say anything nice about something, don't say anything at all — so we'll keep our coverage of the Yankee Cup short and to the point. Held on the weekend of October 20-21, this three-race regatta was the annual 'Champion of Champions' for the Handicap Divisions Association (HDA) winners and runners-up in each of five classes. Seven boats (out of a possible ten) showed up for the Sausalito Cruising Club-hosted racing, which featured some unusual courses (the second race was an 8.6-mile, three-legged course featuring one jibe and no tacks) in raging ebb tides.

The only positive thing we can find to say about this year's Yankee Cup is that a pair of nice guys — longtime HDA campaigners Bill Pritchard and Mike Mathiasen — won the regatta with their 25-ft Killer Whale *Dulcinea*. Bill and Mike, along with crew Ted Johnson, Tom Sullivan and John Ford, sailed a great series to capture their first Yankee Cup.

"We've been in it before, but always self-destructed," admitted driver Mathiasen. "We were lucky that the current gods smiled on us this weekend."

1) *Dulcinea*, Killer Whale (PHRF 210), Mathiasen/Pritchard, IYC, 3.5 points (1,1,2); 2) *Summertime Dream*, Schumacher 26 (PHRF 186), Rob Moore, SYC, 7 (2,2,3); 3) *Glory Days*, Pretorien 35 (PHRF 132), Andy Rothman, EYC, 8.75 (4,4,1); 4) *Esprit*, C&C 29 (PHRF 174), Charles Kuhn/Tim Russell, SFYC, 13 (6,3,4); 5) *Gammon*, Tartan Ten (PHRF 126), Randy Broman, CYC, 15 (5,5,5); 6) *Move In On*, Jeanneau 32 (PHRF 156), Bob Neal, BenYC, 15 (3,6,6); 7) *Contessa*, Centurion 42 (PHRF 72), Gordon Cox, SYC, 21 (7,7,7). (7 boats)

IC Reunion Race

Thirteen is not necessarily an unlucky number, as the San Francisco Bay International One Design fleet proved when it fielded 13 ICs on October 13 for the First Annual All IC Regatta, aka the Reunion Race. The get-together was aimed at getting as many IC sailors, past and present, out on the water as possible. The stellar turnout included eight skippers who are previous IC owners and several boats that haven't been around the race track for many years.



'*Dulcinea*', in foreground, was a David in a field of Goliaths at this year's Yankee Cup.

fortunately the sled association had the good sense to "just say no".

The 1991 season sledding circuit has been expanded from five races to nine, and the races will be weighted. Two throwouts, rather than one, will be allowed.

SERIES TO DATE — 1) *Cheval*, 46 points; 2) *Holua*, 41; 3) *Evolution* (Bob Doughty), 40; 4) *Grand Illusion*, 37; 5) *Taxi Dancer*, 36; 6) *Chance*,



The Big Chill: the first International One Design 'Reunion Regatta' was a whopping success. Other classes take note!

The one-day event, sponsored by San Francisco YC, consisted of three races (with one throwout) sailed on the Knox courses. The weather was picture-perfect for these graceful 33-footers, with wind ranging from 8-15 knots. The competition was fierce, as the below results indicate.

The alumni participants were Lon Price, who brought the first IC to the Bay (but hasn't sailed one in 35 years); Roger Eldridge (who raced an IC from 1959-63); former world champion Bert Damner (who campaigned from 1970-73); Háp McGill (1969-73); Eric Schou (1969-79); Bob Grigsby (1976-86); Mel Pearce (1957-1990)

and Hal Nesbitt (1973-81).

Other participants included Hugh Owens, Norm Goldblatt, Noel Markley, Don Payan and Deni Chambers. Skippers and crews from many active ICs were available to pull strings, and a good time was had by all. Cocktails, dinner and trophies — and, of course, nostalgia — followed the wonderful day on the water, with the top three finishers in each division taking home silver plates.

Plans are already underway for the Second Annual All IC Regatta, which will be held in conjunction with the San Francisco YC-hosted World Championships on September 23-28, 1991.

— paul manning

ALUMNI DIV. — 1) Bob Grigsby, 1.5 points; 2)

Roger Eldridge, 4.75; 3) Mel Pearce, 5; 4) Bert Damner, 7; 5) Hap McGill, 8; 6) Eric Schou, 9; 7) Lon Price, 10; 8) Hal Nesbitt, 12.

NON-RACE DIV. — 1) Don Payan, 1.5 points; 2) Hugh Owens, 4; 3) Norm Goldblatt, 4.75; 4) Deni Chambers, 5; Noel Markley, 7.

All Islander Regatta

Tiburon YC hosted the All Islander Regatta for the fifth consecutive year on the light air weekend of October 6-7. Because a number of J/30s belong to TYC — or perhaps because the Islander people took pity on this 'orphaned' class — six J/30s were also invited to join in the fun, low-key weekend. Counting the J/30s, a total of 26 boats turned up for the two-day, three-race series in the placid waters off Paradise Cay.

The winds were fickle all weekend, necessitating postponements both days and a shortened course on Sunday. The frustrating sailing conditions added to the thirst of the sailors, who partied with a vengeance on Saturday night. "We had 175 people in the clubhouse Saturday night," related Anonymous skipper and race chairman Ed Perkins. "What a great time! Free *mai-tais*, race videos, a steak dinner, trophies, dancing. . . the whole bit!"

SATURDAY RACES ONLY (2 races):

ISL. 36 — 1) **Tom Cat**, Alan Sebastiani, 4.75 points; 2) **Shenanigan**, Mike Fitz-Gerald, 5.75; 3) **Windwalker**, Shoenhair/Gilliom, 6. (5 boats)

ISL. 30 Mk. II — 1) **Anonymous**, Ed & Nancy Perkins, 2.75; 2) **Current Asset**, Bowen/Manuelle, 2.75. (3 boats)

ISL. 28 — 1) **Jose Cuervo**, Sam Hock, 1.5 points; 2) **Shanghal**, Carol Jesmore, 4; 3) **Zephyrus**, John Farley, 7. (5 boats)

IB 24 — 1) **Artesian**, Dave Adams, 1.5 points; 2) **Hale-O-Holly**, Jeff Beckman, 4. (4 boats)

ISL. 37 — 1) **Windsong**, Bumps & Bea Baldauf, 2.75. (2 boats)

J/30 — 1) **Limelight**, Harry Blake, 3.75 points; 2) **Moonshadow**, Stan Behrens, 4.75; 3) **Preparation J**, Jerry Tostenson, 6. (6 boats)

"Vallejo" One-Two

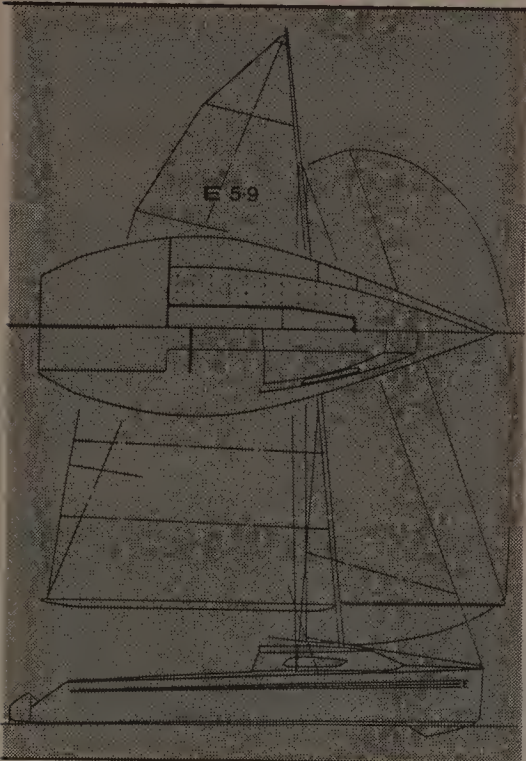
The last race of the six-race 1990 Singlehanded Sailing Society schedule was the familiar Vallejo One-Two on October 20-21 — you know, the singlehanded run to Vallejo followed by a doublehanded beat home. This year, however, due to dredging in Vallejo, the 51-boat fleet sailed instead to Coyote Point. "It was a nice change of scenery," allowed Peter Hogg. "The club there treated us really well."

THE RACING

Winds were light to non-existent at each start, but built slowly as the day progressed. Saturday's 20-miler began at Golden Gate YC, thence to Blackaller Buoy and Harding Rock before straight-lining it for Coyote Point. It was slow going, as even the biggest boats spent six hours on the race course.

Likewise, the return trip was a slow one — the leaders took four hours to cover the 16 mile beat back to GGYC by way of Blossom Rock. At least the wind gods switched on the fan for the finish, creating some excitement as the fleet beat into 20-knots with a healthy ebb behind them. Some racers, including Ed Ruszel on *Chelonia*, had the pleasure (or anxiety?) of spotting Humphrey the Oddball Whale off Candlestick Park, a full day before he was 'discovered' by the media.

Gary Kneeland, sailing his trusty Ranger 23 *Impossible*, had the best combined corrected time over the two days to claim the Vallejo One-Two Perpetual Trophy. "It was improbable that I'd win," confessed Gary, who sailed singlehanded



The Elliott 5.9, a new midget speedster from New Zealand. See 'Race Notes'.

each way. "On Saturday, I mistakenly sailed inside Anita Rock and was around Blackaller before someone pointed out my error. It took forever to unwind, but fortunately, the fleet waited for me up at the Bay Bridge." Second overall for the week-

end was *Anna Banana*; third was *Dulcenea*. Not surprisingly, Hogg's big trimaran *Aotea* claimed the overall elapsed time trophy.

The next SSS contest is the Three Bridge Fiasco, traditionally the best attended shorthanded race of the year. It's scheduled for 'Superbowl Saturday', i.e. January 26, the day before the Forty-Niners 'three-peat' as world champions.

SATURDAY (singlehanded; 20 miles):

MULTIHULLS — 1) *Three Play*, F/27, Robert Watson; 2) *Sundowner*, Buccaneer 33, Joe Theriault. (6 boats)

DIV. II (PHRF < 126) — 1) *Tinsley Light*, Santana 35, Hank Grandin; 2) *White Knuckles*, Olson 30, Daniel Benjamin; 3) *Echo*, Wylie 34, George Kiskaddon. (14 boats)

DIV. III (127-168) — 1) *Chesapeake*, Merit 25, Jim Fair; 2) *Anna Banana*, Moore 24, Joe Durrett/Chris Watts; 3) *Honey's Money*, Olson 25, Anthony Basso. (13 boats)

DIV. IV (169-up) — 1) *Foray*, Nichols Buccaneer, James Fryer; 2) *Impossible*, Ranger 23, Gary Kneeland; 3) *Grand Slam*, Cal 29, Fred Minning. (18 boats)

SUNDAY (doublehanded; 16 miles):

MULTIHULLS — 1) *Sundowner*; 2) *Aotea*, Custom Tri, Peter Hogg. (6 boats)

DIV. II — 1) *Tinsley Light*; 2) *White Knuckles*; 3) *C Ro-Mar*, Beneteau 42, Marty Christensen. (13 boats)

DIV. III — 1) *Anna Banana*; 2) *Foamy*, Moore 24, Kenneth Walters; 3) *Chief*, SC 27, Dwight Odom. (13 boats)

DIV. IV — 1) *Impossible*; 2) *Dulcenea*, Coronado 27, John Slivka; 3) *Emerald*, Yankee 30, Peter Jones. (15 boats)

Snipe/Mercury/Star Regatta

St. Francis YC hosted their annual fall dinghy invitational for Mercurys, Snipes and Stars on the Cityfront on October 20-21. Forty-six sailors in 23 hardchined boats enjoyed the gorgeous weekend of racing.

Having the most fun (i.e., winning) in each class were Pax Davis (the elder) and Ken Munro, who set the pace with *Pacer* in the Mercury class; the father/daughter combo of Jon and Hilary Andron in an unnamed Snipe (let your kid name it, Jon!); and Seattle Olympian Bill Buchan, sailing *Frollic* with Finn masochist Brian Ledbetter, in the tough 10-boat Star class.

MERCURY (Joe Logan Memorial) — 1) *Pacer*, Pax Davis/Ken Munro, 5.5 points; 2) *Sojourn II*, Greg Smith/Nick Mason, 6.75; 3) *Italian Stallion*, Chris Lanzafame/Martin Grotorex. (7 boats)



Star gazing at the Calvin Paige Regatta. Is this mast raked forward, or what?

SNIPER (Fall Regatta) — 1) #25976, Jon Andron/Hilary Andron, 5.5 points; 2) *Oh Oh*, Packy Davis/Julie Johnson, 7.75; 3) #20204, Tony Fisher/Jennifer Fisher, 8.75. (6 boats)

STAR (Calvin Paige Regatta) — 1) *Frollic*, Bill Buchan/Brian Ledbetter, 8; 2) *Axel*, Whip Whipple/Kirk Utgr, 14; 3) *AI*, Doug Smith/William Bennett, 15.7; 4) #7325, Steve Gould/Ed Bennett, 22.7; 5) #7465, Kimo Worthington/Dave Willke, 25.7. (10 boats)

Masters Invitational

Complete results of 12th Annual International Masters Regatta, hosted by St. Francis YC on October 12-14, follow. Coverage of the event appears on page 102.

1) *Rhythm Method*, Don Trask, StFYC, 13.75 points; 2) *Casual Contact*, Malin Burnham, San Diego, 20.75; 3) *Paul Elvstrom*, Denmark, 21.75; 4) *J-Walker*, John Scarborough, SFYC, 22.75; 5) *Boss Hog*, Jim DeWitt, RYC, 26; 6) *Illusion*, Lew McMasters, Florida, 29; 7) *Just Jake*, Hank Grandin, StFYC, 34; 8) *The Gift*, Noel Cooke, Santa Barbara, 42; 9) *Dejavu*, Peter Milnes, Rhode Island, 47; 10) *How Rude*, Will Anderson, Seattle, 47; 11) *Abbazia*, Thomas O'Brien, Seattle, 55; 12) *Cheese Wizard*, Chick Rollins, San Diego, 58.75; 13) #1861, Charles Dole, Waikiki, 63; 14) *Wave Rider*, John Adams, England, 70; 15) *Dejavu*, Richard Reichel, Santa Barbara, 72; 16) *Sweeney Todd*, Irving Rubln, RYC, 75; 17) *Smokin' J*,



Takashl Takamuri, 79; 18) *Celilde*, Doug Carroll, 83; 19) *Blue J*, Jack Noble, Massachusetts, 91. (19 boats; 5 races)

Nimitz Regatta

Only three yacht clubs (Richmond, Stockton and Berkeley) fielded teams for Berkeley YC's annual Nimitz Cup, a team race of sorts on the Berkeley Circle on October 6-7. It wasn't exactly the Battle of Midway, but Richmond YC won the event as decisively as the regatta's namesake, Admiral Chester Nimitz, pounded the Japanese fleet in that turning point of World War II back in June, 1942.

As opposed to last year, when each club sent a trio of PHRF boats rating 450-500 collectively, this year's Nimitz Cup had no rating restrictions. In fact, through a complicated weighted scoring system devised by Berkeley YC's resident rocket scientist, John Clauser, clubs could send as many boats as they wanted (Stockton sent four).

The result, however, of the five race series was the same as in previous years: Richmond YC once again sent the right kind of team — i.e., boats that were relatively bigger and faster than the rest of the fleet — and won the mostly light air regatta going away. In fact, their ULDB team of two Olson 30s (*Saint Anne*, *Impulse*) and an Express 27 (*Elan*) swept the event on an individual basis, as well as winning the team competition.

But to call the regatta 'team racing'

would be a misnomer. "About the only team racing I saw was the two Richmond Olson 30s ganging up on Stockton's Olson 29. The poor guy never had a chance!" claimed BYC's Bobbi Tosse, who admitted the Nimitz Cup format may need to be overhauled yet again. "We're sending out questionnaires to the racers to see what arrangement to go with next year."

TEAM SCORES — 1) Richmond YC, 13.92 points; 2) Stockton Sailing Club, 31.86; 3) Berkeley YC, 35.14. (3 teams)

INDIVIDUAL SCORES — 1) *Saint Anne*, Olson 30, Dick Heckman, RYC, 9.25 points; 2) *Impulse*, Olson 30, Barry Danieli, RYC, 13.75; 3) *Elan*, Express 27, Steve Lake, RYC, 18.75; 4) *Wavetrain*, Olson 911S, Rick Caskey, BYC, 23; 5) *Shenannigan's*, Merit 25, Pat Brown, StkSC, 24; 6) *Knots*, J/24, John Notman, StkSC, 28; 7) *Miss Conduct*, Olson 29, Tom Mason, StkSC, 33; 8) *Ouzel*, Thunderbird, John Orfali, BYC, 38; 9) (tie) *Zot!!*, Choate 27, Bob Hrubes, BYC and *Blue Max*, Dehler 34, Jim Freeland, 44; 11) *Veioce*, Cal 27, Ni Orsi, 53. (11 boats)

Race Notes

New Zealand bound: A trio of St. Francis YC juniors (**Morgan Larson**, **Forrest Fennell** and **Josh Hardesty**) will compete in the **International Youth Match Racing Championship** in Auckland on November 19-23. The racing will pit budding rockstars from around the world against each other in the Royal NZ

Yacht Squadron's fleet of Elliott 5.9s. Oakland's Integre Marine Ltd., agents for Elliott Yachts, have made their demo 5.9 available to the team for practice. "They're 19.5-ft long, have a bulb-keel and a fully-battened main," explained Geoff Fraser. "They'll blow a Santana 20 or a Holder 20 out of the water."

The main event, the **World Match Racing Championship**, will be held in Auckland the week following the youth regatta. The dueling weapons will be brand new Farr MRXs, a 35-ft boat designed exclusively for match racing. The regatta, which wraps up the 1990 match racing season, is open to the top ten match racers in the world: 1) Chris Dickson, NZ/ Japan; 2) Russell Coutts, NZ; 3) Eddie Warden-Owen, UK; 4) Peter Gilmour, Australia; 5) Peter Isler, USA; 6) Paolo Cayardini, Italy; 7) Rod Davis, NZ; 8) Joachim Schumann, Denmark; 9) Thierry Peponnet, France; 10) Makoto Namba, Japan.

Fast women: Sausalito YC's **Commodore's Cup** for lady skippers ("Don't call it the C-Cup!" joked regatta chairwoman Penny Dudley) was held on October 20 on the Harding/Yellow Bluff/Knox race track. Ten boats participated, with *Delos*, a J/24 skippered by Lisa Gallup, winning the spinnaker division and *Camille*, a Stewart 42 co-skippered by Gail (mother) and Camille (daughter) Permar, taking the non-spinnaker division.

"Duking" it out: The shortest Mexican race, Southwestern YC's **San Diego to**

BEER CAN FINAL RESULTS

Benicia YC Championship Series

DIV. A — 1) *Invictus*, G&C 40, John & Janice Webb, 6.25 points; 2) *Freestyle*, G&C 33, Dave Jones/Scott Parker, 6.25.

DIV. B — 1) *Sunset Strait*, J/24, Kathy Jones; 2) *North Mist*, Catalina 30, Jim Aton, 7.5; 3) *Windflower*, Santana 30, Don McCown, 14.

DIV. C — 1) *Shanti*, Columbia 35, Walt Low, 3.75; 2) *Adagio*, Newport 28, Bill & Shirley Pugh, 13; 3) *Silverheels*, O&L 36, Dick & Gail Hill, 14.

OVERALL — 1) *Invictus*; 2) *Freestyle*; 3) *Sunset Strait*; 4) *North Mist*.

(Winners of the BenYC Thursday Night Series — 20 races, 5 throwouts, 25 boats — competed in this 6 race, 1 throwout Championship Series.)

Berkeley YC Friday Nights

"BIG" — 1) *Golden Bear*, Frers 46, UC Berkeley/Rob Anderson.

"LITTLE" — 1) *Knuckles*, Santana 22, Lou

Beuc.

(30 boats — based on 26 races; scoring is 'horserace style', i.e., only first place counts.)

Corinthian YC Friday Nights

OLYMPIC — 1) *Lestat*, E-22, Joseph McCoy, SYC; 2) *Amapola*, Star, Bob Hall, CYC; 3) *Dejavu*, E-22, Chris Perkins, StFYC. (14 boats)

CLASS II (PHRF < 179) — 1) *National Biscuit*, Schumacher 35, Collin Case, StFYC; 2) *Blade Runner*, R/P 47, Bill Twist, StFYC; 3) *Dragon*, J/35, Rich Morse, SYC. (31 boats)

CLASS III (PHRF > 180) — 1) *Alouette*, Day-Saller, Herb Meyer, CYC; 2) *Puff*, Cal 20, Jerry Leth, StFYC; 3) *Wherewolf*, Cal 29, Wolfgang Hauser, DSC. (16 boats)

CLASS IV (Non-spinnaker < 179) — 1) *Accounts Payable*, IOD, Richard Pearce, StFYC; 2) *Absolute*, Islander 36, Steve Schneider, CYC; 3) *Xarifa*, IOD, Paul Manning, CYC. (17 boats)

THE RACING

Ensenada Race, attracted 105 boats on October 7. First to Ensenada was Brack Duker's SC 70 *Evolution* in 6 hours, 13 minutes, just two minutes off *Kathmandu's* 1986 record run. The only other sled entered in the quick sprint to *manana*-land was the N/M 68 *Swiftsure*, which pulled in four minutes later. *Evolution* corrected out third in IOR behind *Eclipse* and *Travieso*, while Mike Campbell's "Turbo 55" *Climax* topped the big boat division of PHRF racers.

Mexico, cont'd: next up on the *cerveza* circuit is Los Angeles YC's 870-mile **Cabo via Guadalupe Race**. The first two editions of this race were light air hate missions (as witnessed by our '86 story titled "Learning to Crawl" and our '88 coverage, "Creeping to the Cape"). Hopefully the fleet will get some breeze this year; surely, *Cheetah's* 1986 elapsed time record of 120 hours is due to fall. About 30 boats in three divisions (IOR, IMS, PHRF) are expected to make it to the two starting appointments: the little boats take off on November 9, while the big guys head south on November 10. As usual, most of the boats are sleds and 'fabulous 50s', with the random Swan or aging IOR boat thrown in. Northern Californian entries include the Keith Carlson's SC 40 *Shaman*, Jim and Sue Corenman's Schumacher 50 *Heart of Gold* and a charter of the N/M 55 *Strider* headed up by Roger Wales. Look for a feature on the race in next month's *Latitude*.

Fast thinker Albert Holt earned the



right to represent Area G at USYRU's **National Offshore Championship** (aka the Lloyd Phoenix Trophy) in Annapolis on November 2-4. "I've always wanted to sail the yawls at the Naval Academy," said Holt, who will realize his dream based on helming his red Olson 30 *Think Fast!* to a pair of victories over Andy Rothman's Pretorian 35 *Glory Days* on October 13. Joining Holt on the Annapolis adventure will be his wife Edith, John Stone, Andy

In the passing lane: the J/35 'Ukiyo' rolls over 'Camille' in Sausalito YC's Commodore's Cup, another women-driver series.

and Annette MacFie, Megan Ryan, Dean Smith and Marianne Gemperline.

Cool cat: **Freedom's Wing**, a new 25-ft Gino Morrelli designed "C" class catamaran, began sea trials last week in San Diego. The high tech, hard-winged multihull will be shipped to Melbourne in mid-November, where it will compete in

BEER CAN FINAL RESULTS

CLASS V (Non-spinnaker > 180) — 1) *Freya*, Catalina 27, Larry Nelson, RYC; 3) *Kaereste*, Bermuda Cutter, Andy Bogardus, MMBA; 3) *Flip*, Discovery 32, Barbara Imrie, SFYC. (16 boats)
(21 races; 0 throwouts)

Encinal YC Friday Nights

DIV. A — 1) *Mr. McGregor*, Wylie Wabbit, 3.5 points; 2) *Billikin*, Wavelength 24, 5.75; 3) *Contingent*, Wylie Wabbit, 8. (15 boats)

J/24 — 1) *Phantom*, 4.25 points; 2) *Crackerjack*, 6.75; 3) *Varuna*, 15.75. (6 boats)

HAWKFARM — 1) *Warhawk*, 3.002 points. (3 boats)

DIV. D — 1) *Enchanted*, Islander Bahama 30, 6.55 points; 2) *Serenity*, C&C 29, 10.75; 3) *Goolara*, Catalina 34, 13. (10 boats)

DIV. E — 1) *Tempest*, Santana 22, 4.5 points; 2) *Buffalo Honey*, Santana 22, 6.75; 3) *Tag Team*, Islander 21, 9. (12 boats)

DIV. F 1) *Rhombus*, Int. 110, 2.25 points; 2) *Just Kidding*, Santana 22, 8; 3) *Hot Banana*, Zephyr, 8. (8 boats)

DIV. G — 1) *Top Gun*, Express 27, 4.25 points; 2) *Moonlight*, Express 27, 12.75; 3) *Bottom Line*, Olson 30, 17. (15 boats)

DIV. H — 1) *Snow Goose*, Santana 30, 6.75 points; 2) *Sea Quake*, C&C 29, 10.75; 3) *Serendipity*, Schock 23, (11 boats)
(2nd half only; 5 races; 1 throwout)

Folkboat Wednesday Night Series (at Golden Gate YC)

IOD — 1) *Assagai*, Mark Heer, 6 points; 2) *Bolero*, George Degnan, 20.75; 3) *Undine*, Dennis Jermaine, 21. (6 boats)

FOLKBOAT — 1) *Svendie II*, Svend Svendsen, 9.75 points; 2) *Galante*, Otto Schreier, 15.25; 3) *Highway*, David Boyd, 25.75. (14 boats)

KNARR — 1) *Hyperactive*, Hans Williams/Joel

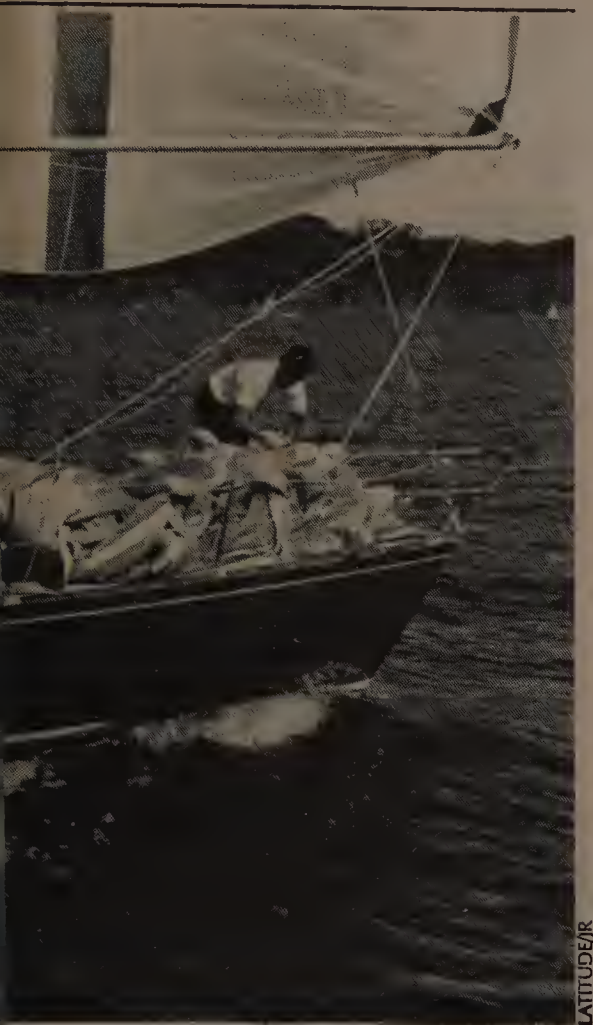
Fong, 9.75; 2) *Red Witch*, Craig McCabe, 20.5; 3) *Snaps II*, Knud Wibroe, 36.5. (20 boats)
(12 races; 4 throwouts)

Golden Gate YC Friday Nights

OVERALL — 1) *Deja Vu*, J/24, Rob Cooper, 13.5 points; 2) *Calaban*, Cal 20, David Green, 17.25; 3) *Peaches*, Express 27, Tom Martin, 29.75; 4) *Kingfish*, SC 40, John Kerslake, 32; 5) *Toots*, Thunderbird, Curtis King, 32.5; 6) *Banana*, Cal 2-29, Wayne Carley, 39; 7) *Folly*, Folkboat, Jon Huebsch, 43; 8) *Power Play*, J/29, Peter Cunningham, 46.75; 9) *Jambalaya*, Ranger 26, John Rivin, 50.75; 10) *About Time*, Ranger 33, William Martin, 58. (26 boats)
(8 races; 0 throwouts)

Island YC Friday Nights

DIV. A — 1) *Saint Anne*, Olson 30, Dick Heckman, (12 boats)



LATITUDE/JR

the **Little America's Cup**. If (when?) skipper Pete Melvin and crew Steve Rosenberg beat the French in the challenger's trials beginning December 16, they'll next face the Australian defender, *Edge II*, on January 12 in the finals. The new catamaran is owned by the South Bay Syndicate (a consortium of six cities near San Diego) and will sail under the burgee of the Chula Vista YC.

Tough to top: The **Cal 2-27 Assoc-**

iation of Northern California makes the following claim in their September newsletter: "Our class reached another milestone in 1990 — by qualifying more than 10 boats for the *thirteenth consecutive year!* That means we have qualified more than 10 boats in *every year* that the Cal 2-27 class has raced as a one-design fleet on San Francisco Bay, beginning in 1978. Can any other ODCA class match this record?" Good question.

Bull session: Richmond YC's 44th Annual **El Toro Stampede** took place on October 13-14. Zillions of races were held in zillions of categories, including the so-called "Green Bottle" Race (won by Hank Jotz), the "Bull Throwers" (Matt McQueen), "Tender Trot" (Bjorn Loftén), "All Trot" (Dana Shields), and "Senior Citizen's Crawl" (Paul Fuge). Thirty-five Toros sailed in the Stampede itself, a two race series taken by ET guru Hank Jotz, followed by young gun Matt McQueen and a three-way tie for third (Joe Menis, Aad Rommelse, Dennis Silva). The team of Matt McQueen, Melinda Hoyer, David Wilson and Joe Menis won the team racing part of the weekend with an 8-0 record.

Money-mad midgets run amok in the land of Michael Milken! The **Midget Ocean Racing Club** (MORC) in SoCal is entertaining the notion of a six-race series in 1991 for prize money. The idea being bandied about is to charge each boat \$100 per regatta, with the winner getting back \$500, the second place finisher \$300 and the third place finisher \$200. The exchange

of prize money puts racing into the category of "profit motive", which supposedly allows certain tax deductions. According to their press release, the new group would be known as "The Expert Class", and they would be governed "similarly to the American Motorcycle Association" (huh?). The whole idea reminds us of the old one-liner about how to make a small fortune in the sailing business (start with a large one).

They did it again! **John Kostecki** and his all-star crew (bowman Jim Barton, tactician Bill George, main trimmer Hartwell Jordan and headsail trimmer Ken Keefe) won the **Six Meter European Championship** in Porto Rotondo, Sardinia, at the end of September. Sailing their faithful *St. Francis IX* for the club of the same name, the gang of five posted a 3,1,8, 1,DNF,1 record against a 17-boat fleet. Their DNF (the headstay pulled out of the mast) made the series closer than it should have been, turning the last race into a four-way scramble for overall honors. Italy's Tony Bassani sailed his "geek/canarded" *Nivola* to second place; a Swede named L. Carlsson sailed his strangely named *Woodoo* to third.

How do Kostecki *et. al.* keep pulling these victories out, we wondered — especially considering that their boat is getting old and they're training in a vacuum without competition? "The boat's really well prepared, and the sails are perfect," explained team manager Jim 'JT' Taylor. "But mainly, this crew is *really*,

BEER CAN FINAL RESULTS

DIV. B — 1) **Moonlight**, Express 27, Carl Schumacher. (14 boats)

DIV. C — 1) **Two Bits**, Cal T/4, Ray Osborn. (9 boats)

DIV. D — 1) **Phantom**, J/24, John Gulliford. (5 boats)

DIV. E — 1) **Kattepus VI**, Cal 27, Lou Haberman. (5 boats)

DIV. F1 — 1) **Anemone**, Santana 22, Hank Lindemann. (7 boats)

DIV. F2 — 1) **Promises, Promises**, Holder 20, Matt Thurber. (3 boats)

(9 races; 2nd and 3rd place finishers unavailable)

Sausalito Cruising Club Friday Nights

DIV. I (PHRF < 200) — 1) **Illusion**, Etchells 22, Linda Maxwell, 3.75 points; 2) **Vendetta**, J/24, SYC Junior Program, 12.75; 3) **Windfall**, Ranger 26, Roy Kinney. (9 boats)

DIV. II (PHRF > 200) — 1) **Impossible**, Ranger 23, Gary Kneeland, 3.75; 2) **Sandy**, Ranger 23, Sandy MacLeod, 8.75. (4 boats)

DIV. III (Non-Spinnaker < 200) — 1) **Line Drive**, Peterson 34, David Reed, 8.5 points; 2) **My Rubber Ducky**, Hobie 33, Leo Garami, 8.75; 3) **Windwalker**, Islander 36, Richard Schoenhair. (7 boats)

DIV. IV (Non-Spinnaker > 200) — 1) **Today**, Catalina 27, Oren Reinbolt, 6.25 points; 2) (tie) **Tackful**, Santana 22, Frank Lawler, and **P-Trap**, Cal 20, Gerard Gorski, 10.75. (9 boats)
(2nd half only; 7 races, 2 throwouts)

Sausalito YC Tuesday Nights

DIV. A (PHRF < 165) — 1) **ESC**, J/29, Mark Roos, 14.25 points; 2) **Mirage**, Express 27, Noel Wilson, 17.5; 3) **Pearl**, Olson 25, Bill Riley, 18.5. (6 boats)

DIV. B (PHRF > 165) — 1) **Jose Cuervo**,

Islander 28, Sam Hock, 18.5 points; 2) (tie) **Osprey**, Columbia Challenger, Jim Adams and **Vendetta**, J/24, SYC Junior Program, 19. (12 boats)

DIV. C (Non-Spinnaker) — 1) **Sally Ann**, Express 37, Michael Franchetti, 21.5 points; 2) **Tackful**, Santana 22, Frank Lawler, 38.75; 3) **Scooter**, Buccaneer 295, Joe Speer, 60. (12 boats)
(10 races, 2 throwouts)

South Beach YC Friday Nights

SPINNAKER — 1) **Fast Lucy**, Nonsuch 36, Michael Katz, 4.25 points; 2) **Grenadier**, Contessa 32, Paul Osborn, 8.75; 3) **Afterburner**, F-27, Jim Hayman, 11.75. (11 boats)

NON-SPINNAKER — 1) **Friday's Eagle**, Catalina 30, Mark Hecht, 6.75 points; 2) **American Eagle**, Santana 35, Tom Otter, 7.5; 3) **Rainshadow**, Yamaha 33, Harry Young, 13.75. (13 boats)

(2nd half only; 5 races, 1 throwout; *Fast Lucy* won overall for the season)

THE RACING SHEET

really good!"

Oh, calcutta! San Francisco YC's **Round the Island Race** on October 21 attracted 45 club boats ranging in size from Rolfe Croker's SC 50 *Hana Ho* to a Rhodes 19. The island to be rounded was Treasure Island to port, a pretty long course considering the paucity of breeze at the start. The overall winner turned out to be *Hana Ho*, followed by *Holey Terror*, *Expeditious*, *Re-Quest* and *Profit*. The racing was secondary, however, to the calcutta betting pool, which saw a \$2,614 pot divided up according to a formula that, to us at least, is more complicated than the IMS rule. The big winner, a staff 'commodore's wife who shall remain anonymous in case USYRU officials or IRS agents happen to read this, took home \$1,307 — the biggest jackpot ever in this annual event.

Encinal YC's **Estuary Cup** — "our biggest interclub race of the year," according to Al Burrow — was held on October 13. Twenty-four boats participated in the 14.7-mile tour of the central bay, which ended with the usual spinnaker run up the Estuary to the clubhouse. Al Hulse's Nightingale Zoo won the 16-boat Spinnaker Division, followed by Bill Patience's Hawkfarm Warhawk and John Marshall's C&C 29 *Sea Quake*. Walt Vance's Islander Bahama 30 *Enchanted* took the 6-boat Non-Spinnaker Division, while Jack Scullion sailed his Morgan 38 *Moonshadow* to victory in the sparsely attended Singlehanded Division.



They're back! The Ultimate 30s — whoops, we mean International 30s — will do their thing on the Bay in early November.

Where was everybody? Sausalito Cruising Club's annual **Weaver Regatta** on October 13-14 drew a paltry 12 boats despite a new, expanded format. Winners of the three-race Little Harding series follow: Div. I — *Mantis*, Express 27, Rich Tofte (5 boats); Div. II — *Royal Flush*, Ranger 23, Dan Richardi (3 boats); Div. III — *Line Drive*, Peterson 34, David Reed (1

boat); Div. IV — *Tackful*, Santana 22, Frank Lawler (2 boats); Div. V — *Starbuck*, Black Soo, Donald Goring (1 boat).

Laser show: Seabird Sailing and Encinal YC put on the **Sir Francis Chichester Circumnavigation of Alameda Race**, aka the Around Alameda Race, in moderate air on September 23. Conceived by Don Trask in the '70s, this zany annual event confirms each year that Alameda is, in fact, still an island. Last month, 19 Lasers and 6 Laser IIs accepted the challenge, which involved negotiating 2 bridges (the third was open all day). Clockwise (i.e., downwind first) was the way to go this year, and first back was **Morgan Larson** in a time of 2 hours, 43 minutes. He was followed by Patrick Andreasen, Forrest Fennell, Blake Middleton and Al Sargent. The 'wrong way' winner was Joe Menis; first master was Mik Beattie; and first woman was Tahoe's Buff Wendt. The Laser II winners were George Pedrick and Gene Harris; second went to Dave Albright and Vaughn Seifers.

Meet the new boss: Bill Koch's new Bill Cook-designed maxi **Matador II** turned some heads in her debut at the **International Class A Yacht Association Regatta** in Newport, R.I. in late September. *Matador*, a long, heavy boat which excels in winds over 15 knots, got the best of second place finisher Raul Gardini's *Passage to Venice* (ex-Windward Passage) in a tight battle for overall honors. In third place, despite breaking her mast in the middle distance race, was Gianni Varasi's *Longobarda*. Next stops on the maxi circuit are in Miami and St. Thomas — if *Matador* is for real, the designers will be scurrying back to their drawing boards.

No longer Ultimate: the Ultimate 30 owners have formally parted ways with Ultimate Yacht Race founders Glenn and Toby Darden, and have gone out on their own. Newly organized as the **International 30 Association**, the group plans to hold its first regatta on November 2-4 out of San Francisco YC. The owners will put up an 'undisclosed amount' to enter the five-race series, and four of the 30-footers are expected to attend (*Albatross*, *Duraflame*, *Spot Sport*, and *Ziti*). Erik Bentzen's '505-like' boat from Seattle is a 'maybe'; *Hexcel*, recovering from major surgery at Larry Tuttle's shop after pulling her chainplates out of her hull, is 'iffy'; and *Team Richmond* looks like a no-show (she's rumored to be for sale). Tune in next month for the gory details.

BEER CAN FINAL RESULTS

Stockton Sailing Club Sunday Series

DIV. A — 1) *Wreckless*, Capo 26, Ralph Felten, 8 points; 2) *Hotlicks*, Hobie 33, John Walker, 14.5; 3) *Dementia*, Santana 30/30, Chris Bruno, 16.75. (9 boats)

DIV. B — 1) *Veloce*, Cal 27, Ni Orsi, 8 points; 2) *Windpacer*, Bob Winter, 11.5; 3) *Candace Ann*, Islander 30 Mk. II, Mike Sheehe, 22. (7 boats)

DIV. C — 1) *Off the Wall*, MacGregor 26, Gary Wall, 5.75 points; 2) *Gybe Turkey*, Cal 20, Harold Farley, 11.75; 3) *Blue Lupin*, Islander Bahama 21, Jeff Akin, 14.75. (7 boats)

MIDGET 25 — 1) *Knots*, J/24, John Notman, 7 points; 2) *Shenanigan's*, Merit 25, Pat Brown, 9.25; 3) *Bad Dog*, J/22, Debbie Petree, 12.75. (10 boats)

5.5 METERS — 1) *Chaos*, Jim Warfield, 8.25 points; 2) *Bandit*, Ray Hawkins, 13.5; 3) *Top Gun*, Jim Coddington, 13.5. (10 boats)

CATALINA 27 — 1) *Lyric II*, Paul Owings, 5.75 points; 2) *Sea Harp*, Joan Harp, 10.75; 3) *Kristina*,

Ed Almaas, 16.75. (6 boats)

CAL 2-27 — 1) *Escape*, Bill Reynolds, 7; 2) *Jackson*, Jack Thomas, 12.75; 3) *Adagio*, Terry & Keith Dennison, 21. (5 boats)
(9 races; 1 throwout)

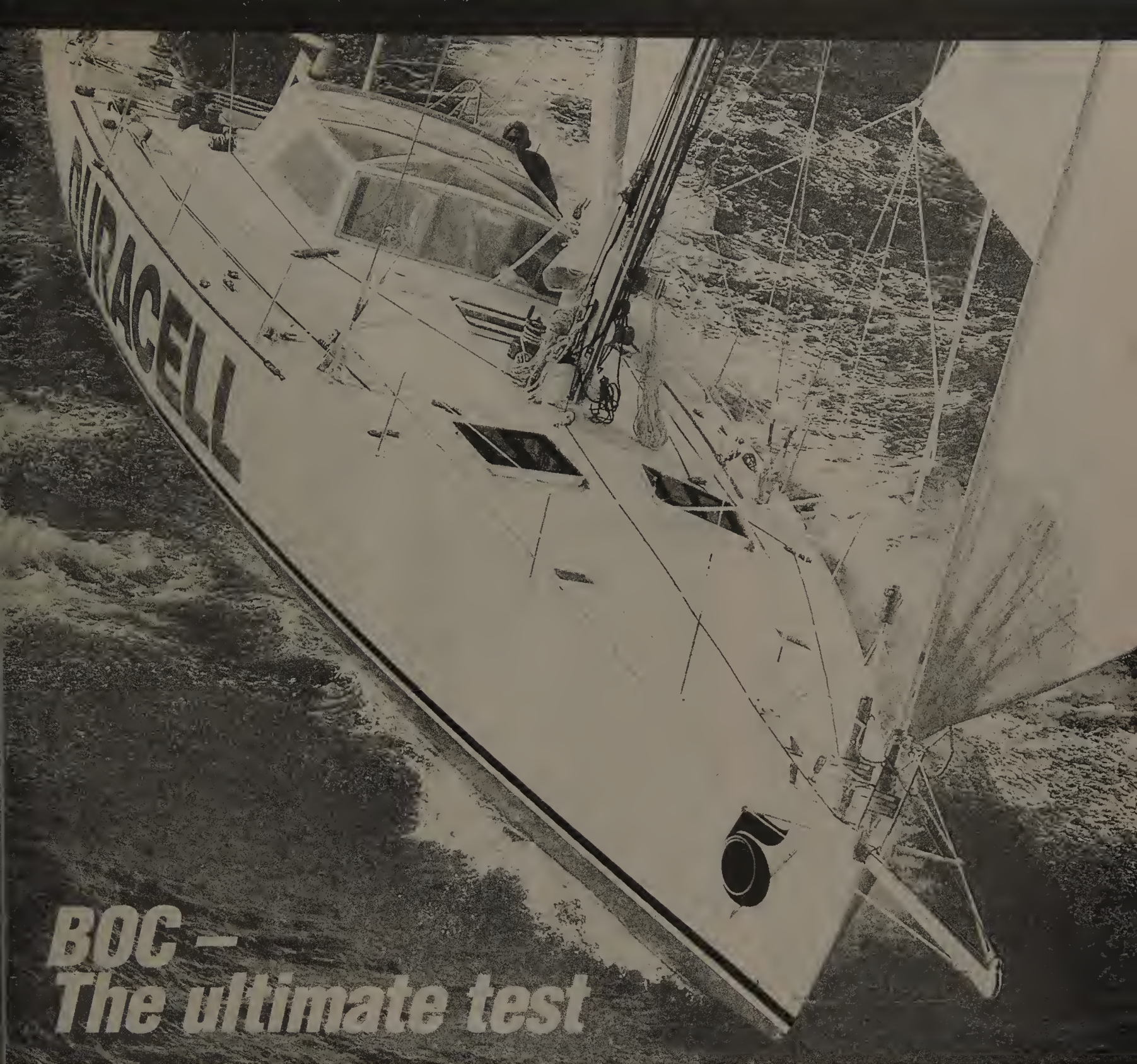
Vailejo YC Weekend & Wednesday Night Races

DIV. A — 1) *Cole Train*, Yamaha 33, Douglas Cole; 2) *X Ta C*, Olson 29, Bill Sweltzer; 3) *Kamikaze*, Yamaha 30, Chester Carter. (12 boats)

DIV. B — 1) *Sleeper*, O'Day 27, Gary Cicerello; 2) *Esprit*, F-29, John Miller; 3) *Shred*, Santana 23, John Tyer. (10 boats)

DIV. C — 1) *Risky Business*, Santana 22, Tom Holf; 2) *Stormin'*, Ranger 23, John Wilson; 3) *Captain Hooke*, Triton, Tom Newton. (13 boats)

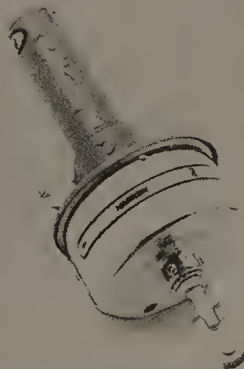
(Combined results for 23 Wednesday night races, with 5 throwouts, and 6 weekend races with 2 throwouts)



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Duracell – Daniel Forster Photo

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CHANGES IN

With reports this month about tropical storm *Rachel* hitting **Cabo San Lucas**; a baby being born aboard a Bristol 35 in **Fiji**; a thumbs-up for cruising the **Grenadines**; a brush with death begets a cruise to **French Polynesia**; midsummer madness in the **Sea of Cortez**; memories of a summer in the **Pacific Northwest**; a caveat to crewmembers about **money**; catching up with former sailing instructor Ted Litwiller in **Cabo San Lucas**; highlights of a cruise up the **East Coast**, to **Bermuda** and the **Eastern Caribbean**; and, of course, an abundance of **cruise notes**.

Rachel Floods Cabo Gil & Karen Papi's Cruising Center Cabo San Lucas

The cruising season is almost upon us and it looks like the tropical storms are playing havoc with Cabo now in order to get all the bad weather out of the way before the cruisers start arriving in early November.

During the first week of October we took a pretty big hit from tropical storm *Rachel*. But even before she hit we had the first arrival trying to sign up for the *Some Like It Hot!* rally. This was Capt. John L. Feeney of San Jose aboard *Berceuse*. Feeney, an old hand at sailing to Cabo, is going to be the new manager at the marina in Cabo San Lucas. We promised John he'd be our first entry on the *Some Like It Hot* list, but he'll have to wait until we take down the 'Hurricane Watch' board!

As for *Rachel*, she tore through Cabo with 65-knot winds — just 10 knots shy of a full blown hurricane. The eye went

caused most of the damage.

It started pouring about 0300 on October 1, resulting in a four-foot high wall of raging water rushing down the main street. About 50 vehicles were destroyed. One van owner from Colorado tried to run the waters, but was rolled over three or four times. He barely escaped with his life. People who aren't used to the severity of flash floods can really get themselves into serious trouble. A mud-encrusted VW was later pulled from the bay and found to have a body inside. I was lucky; my car broke down about eight hours before the big rains so it wasn't left on the main street.

In the downtown area almost all the stores had windows broken. Places like the Los Delfinas Travel Agency and bakery had three feet of water inside and were knocked out of business. As for the locals, about 50 families lost their homes.

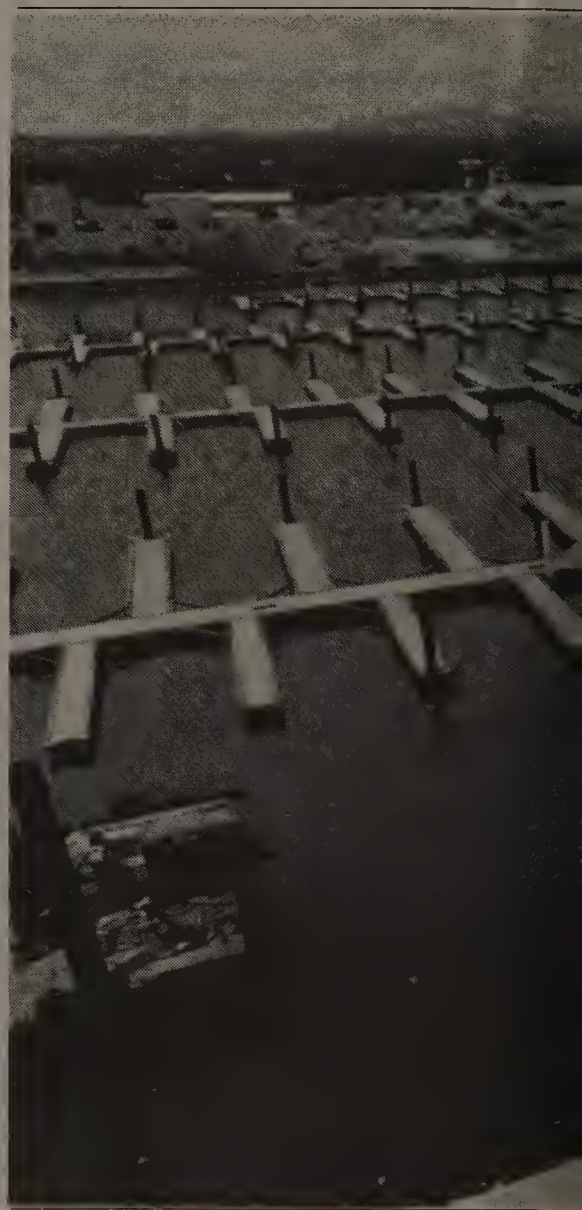
But once *Rachel* had passed, everyone — the *Federales* included — came together to clean the town up. Everyone has been doing a great job! In some spots the mud had been piled eight feet high, but now things are almost back to normal.

Vurdon, which just returned from a quick trip to La Paz, got caught anchored at Los Frailes when the storm hit. They were pretty scared, partly because they didn't have an engine to help them if the anchor dragged. They had their lifejackets at hand and had put all their papers and money in their pockets in anticipation of the worst. Thankfully they made it through the storm and back to Cabo.

We can't wait to replace the hurricane board with the *Some Like It Hot* board, because it means we'll be getting ready to meet a whole new group of cruisers!

— gil & karen 10/10/90

Readers — An even nastier storm, hurricane *Trudy*, didn't hit Cabo, but her more than 100-knot winds certainly would have affected anyone trying to make their way south along the coast of Baja between the 19th and 23rd of October. This may have included a number of sportfishing boats, as many of them were headed south for *Bisbee's* big marlin tournament that started in Cabo on October 24. We hope



nobody got roughed up too bad, but it proves once again that it's not prudent to head south from San Diego prior to November 1.

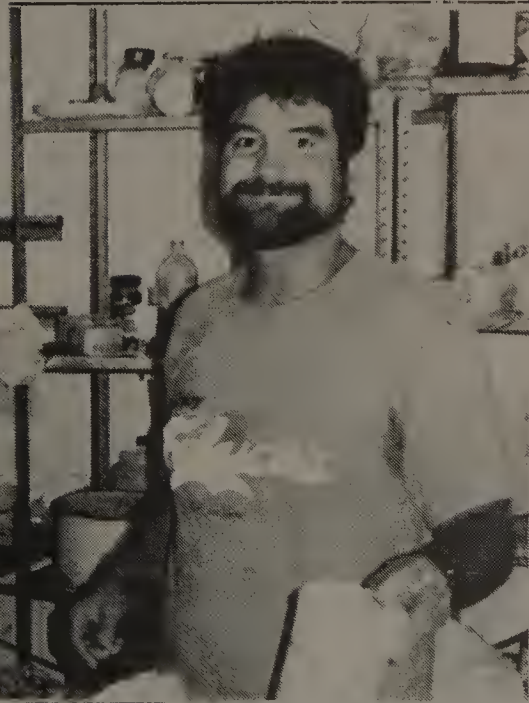
Just as a reminder for anyone cruising to Mexico this winter, you're best move upon reaching Cabo is to immediately check-in with Gil and Karen on VHF 22A, which they monitor constantly. You'll get a big welcome and all the latest information on every possible subject of interest to cruisers. See Mexico Primer, Part III, elsewhere in this issue for more details.

Tiva - Searunner 37 Tri Greig & Leslie Olson Baby Born Aboard In Fiji (San Francisco)

We have been cruising Fijian waters for one year now and recently were part of a most unusual and exciting experience. It happened shortly after we finally were able to get our good friends, Dr. Mike O'Brien and his wife Patty, to break away from his Castro Valley family practice to join us for a little R&R in the Yasawas and Mamanuthas of western Fiji.

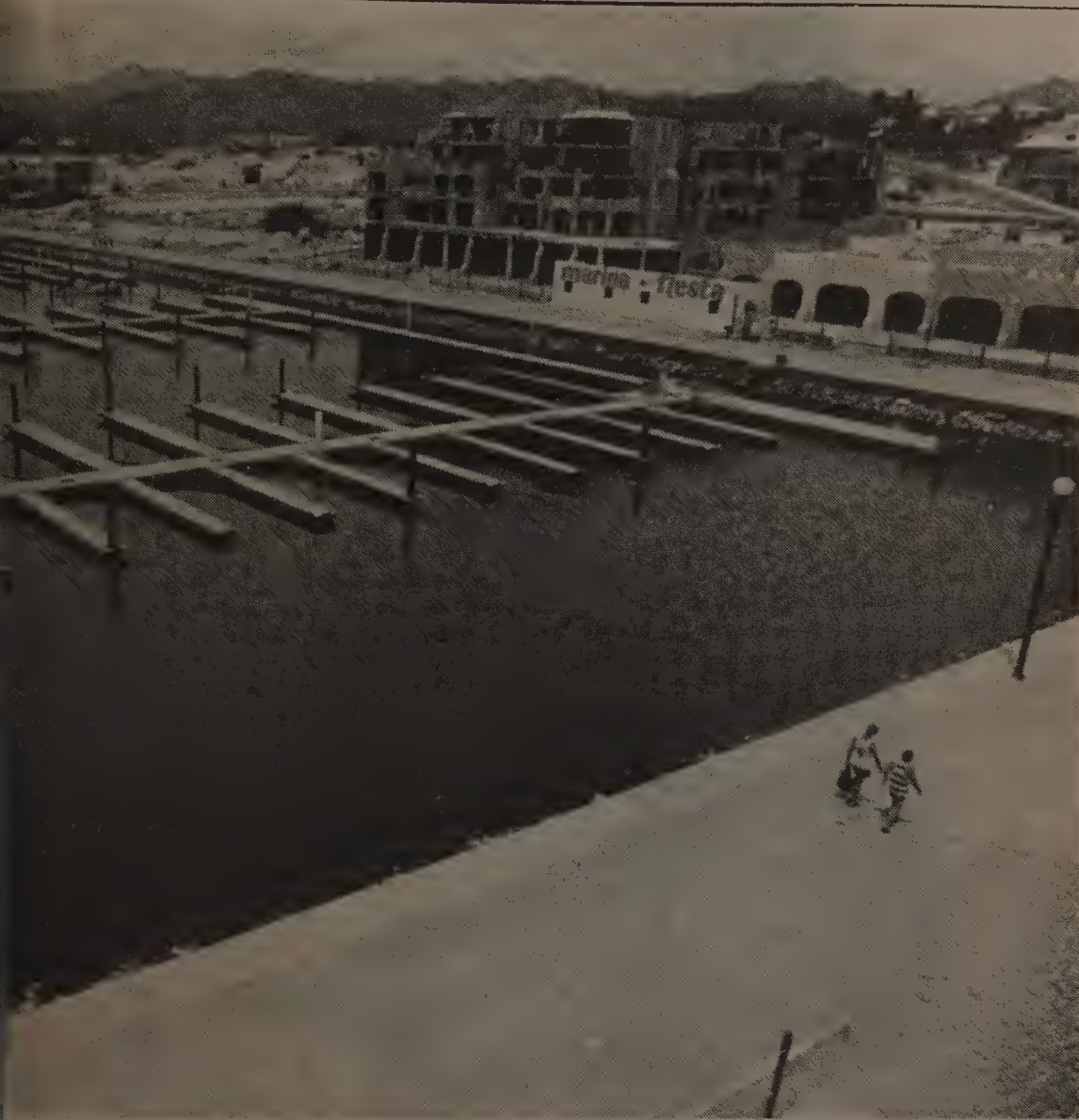
After two weeks of exploring the islands, we decided to have them fly to

LATITUDE/RICHARD



A slimmed-down Gil is waiting to greet the Class of '90-'91 as they arrive in Cabo San Lucas.

directly over San Jose del Cabo. I wish it had come over us, as maybe it would have been calmer. It was the rain, however, that



LATITUDE/RICHARD

In early September all the berths were in at Cabo San Lucas, awaiting cleats, rollers — and high season.

Nadi International Airport from Malololailai. We then arrived at Musket Cove Resort a couple of days before their departure. After checking in and having a nice dinner ashore, we retired to the boat early.

About 2130 two yachties, Mike Sweet and his friend Scotty, knocked on our hull and asked if there was a doctor aboard. Mike's wife Shelly, who was eight months pregnant, had been having dinner aboard Scotty's *Blue Jay* when her water broke. With the Plantation Resort nurse 'off island' that night, they came seeking help.

Dr. O'Brien went over and examined Shelly, who was back on her San Diego-based Bristol 35, *Sweet Dreams*. Since she was not having contractions, Shelly elected to wait until morning to fly to the hospital. She'd already had a ticket for New Zealand, where she planned to have the baby. Her husband Mike was going to sail *Sweet Dreams* to meet her there.

It was not to be. At 0200 Mike woke us up to report that Shelly was having strong contractions. Dr. O'Brien went over and at 0418 delivered a healthy Jonathan

Sweet into the world. Interestingly, Dr. O'Brien had prepared our cruising medical kit three years before in California and found it had everything necessary for an uncomplicated birth.

It was a thrill for all of us the next morning to hear the proud father announce the birth of his son over the VHF. According to Dick Smith, Jonathan is the first baby to be in the Musket Cove anchorage. For Dr. O'Brien it was a great way to end his vacation. In true Fijian tradition, the proud parents presented the doctor with a beautiful fine mat as a thank you.

While we have been enjoying sailing *Tiva* in Fijian waters, we miss all our friends and family in Northern California.

— greig & leslie 10/5/90

Pricilla — Freya 39
Silvio and Michelle Araujo
Tobago Cays, Grenadines
(San Francisco)

With our nose pointed to the east, there is nothing between us and Africa but a beautiful reef of elkhorn coral and 3,000 miles of deep blue Atlantic Ocean. The many islands and cays of the Grenadines

are scattered behind us. We stop, breathe deeply and marvel at the beauty surrounding us. It's at times like this we have to pinch ourselves to be convinced that this isn't a dream.

Like the Bahamas, the water is so crystal clear that gauging the water depth by sight can be deceptive. From time to time we scare up huge rays that sleep under a shallow cover of sand. Other than a couple of fish shacks on the two of the cays, this area is a scene right out of a deserted island movie. Each day we spend making new discoveries or laying on the white sand beaches.

The snorkeling here in the Grenadines is excellent, well worth the trouble of snaking your way through the seemingly grasping arms of the elkhorn to reach the outer reef and the deeper water. We've seen lots of fish, a few sharks, eels, octopus and the rare conch or spiny lobster.

As is the case with much of the Grenadines, the Tobago Cays are a protected area and visiting yachtsmen are prohibited from any sort of fishing. Nonetheless, the local fishermen from Bequia and Union islands have found an excellent market in Europe — via Air France — for the prey they find with tanks in deeper waters. Needless to say, conch and lobster are hard to find.

LATITUDE/RICHARD



Life is simple in the Grenadines. Very simple.

Entry into St. Vincent and the Grenadines is painless and you can stay for as long as you like. When you depart,

CHANGES IN

each person pays about \$4 U.S. Besides fresh milk and chicken breasts, almost everything you might need can be found — for a price. Water was 50 cents E.C. a gallon, for example, in Bequia. Gas and diesel have been similarly dear all down the eastern Caribbean. Mail service is very slow, but the postage is cheap and the stamps are beautiful. Collectors will enjoy stopping in one of the Philatelic Societies; we even found a Walt Disney series in St. Vincent! Spices, canned seafood and — believe it or not — caviar are the best buys until we get to Venezuela for our major reprovisioning.

We found Chris Doyle's *Cruising Guide To The Windward Islands* to be the best for this area. Unless you can get your hands on an old Donald Street guide, don't bother, as the later editions are just duplicates of the charts. Buses — actually vans — are the main form of transportation on these islands. They are very cheap and constantly run in all directions. Facilities on these islands are very basic, such as a single spigot serving the water needs of an entire community. We've enjoyed washing our clothes in the communal washing areas, as they not only save your back, but allow you to chat with the locals and tune in on the latest gossip.

Time almost seems to stand still in these lightly populated islands. A steady 15-knot tradewind keeps our wind generator pumping, so as long as the food holds out we feel no compulsion to move along. It is, however, August, a prime hurricane month. Many of the cruisers have already moved on to the safer waters of South America. But the weather is still great and we keep putting off the move south.

It's been nearly five years now since we anxiously sailed through the fog beneath the Golden Gate Bridge, tears streaming down our faces as we waved goodbye. We'd spent six years in Northern California, six years dreaming, fiberglassing, walking in a clouds of sawdust, trudging between chandleries and the boatyard. But as we sailed under the Gate, all those years had finally paid off. And now, with a mixture of fear of the unknown and the joy of soon to be escaping yet another winter, our thoughts and stomachs do somersaults. We remember the day we sailed under the Gate as though it were yesterday. With 8,000 miles beneath our keel, we're still as intensely excited over future adventures as



Hunter and Kathy White; after three years running charter boats, the former Petalumans have moved back to the States.

the first day we left.

As from day one, our ultimate destination is Brazil. We hope our next letter will be to inform everyone that we have settled there at last and will be offering our services to visiting yachts, perhaps with a marina of our own.

We want to say a big 'Hello' to all our friends back home and to those we met sailing down the coasts of Mexico, Costa Rica and Panama. Our belated congratulations go to Roy and Tee Jennings of the sistership *Foxglove* for their well-deserved winning of the Bluewater Cruising Medal.

P.S. Hopefully I can send more details of our travels, particularly of the Bahamas, the Dominican Republic and Puerto Rico. Perhaps next time. Lastly, it was with great pleasure and luck that we ran into Hunter White, first at The Baths in the British Virgins and then in St. Martin. Hunter had been a great help in our building of *Pricilla* up at Gannon's yard in Petaluma and we'd lost track of him since he left for the Caribbean back in 1988.

— michelle and silvio 8/30/90

Renaissance — Nor'West 33 Rick & Janette Hamil French Polynesia (Santa Cruz)

Deciding you *really* are going to go is often the biggest obstacle facing would-be cruisers. Sometimes it takes a near catastrophic incident — such as Rick and Janette Hamil's Zihuantanejo honeymoon — to set the wheels in motion. It was during this 1987 honeymoon that Rick had the misfortune to become host to an amebic parasite. While Puerto Vallarta is renowned arena for picking up a parasite, it's not uncommon anywhere in the Third World.

While back in California just three weeks later, Rick began having flu-like symptoms, a tenderness in his abdomen and general aches and pains throughout his body. Three visits to doctors in 10 days and numerous blood tests resulted in the consensus that he seemed to have hepatitis. Since they could do no more in the hospital, Janette was told to take Rick home and try to keep his fever down. The doctors had been misled by the fact Rick didn't have diarrhea, the classic symptom for a parasite.

With each passing day Rick grew



weaker. He not only lost his appetite for food, he seemed to have lost interest in living. Ten days later he began to bleed from his rectum. Rushed to the emergency room at Dominican Hospital, the nurses couldn't believe how low his blood pressure had fallen. After 12 hours in the emergency room, the doctors still didn't know what was wrong. Already they'd given him eight units of blood, an quantity that put him at much greater risk during the now inevitable surgery.

It wasn't until late on Valentine's Day that the doctors found the problem: the amebic parasite had colonized in Rick's liver and colon. The result was a baseball-size abscess in his liver and three perforations in his colon — and just a 50-50 chance Rick would make it through the surgery. After three hours in the operating room, however, the doctors had great news: they were confident Rick would recover.

So even though he'd lost 14 inches of his colon, Rick escaped with his life. It was during his convalescence that he took stock of his mortality and decided: "Screw it, we're not going to wait any longer to go cruising." Eighteen months later they bought John and Judy McCandless' South

Pacific vet, *Renaissance*, a Nor'West 33. For two years they worked on the boat at San Francisco's South Beach Marina — there wasn't room in Santa Cruz Harbor — while Rick continued to make a full recovery (the liver is the only human organ that regenerates itself).

Most first-time cruisers head to the South Pacific by way of Mexico because it allows for a gentle acclimatization period consisting of short passages and many buddy-boats. Given the complications of Rick's last Mexico visit, however, you can probably appreciate the Hamil's decision to make a straight shot to the Marquesas from San Diego. Starting this May, their 25-day passage to Hiva Oa was problem-free with respect to the boat and equipment. It was not, however, everything that Janette hoped it would be.

The first offshore passage for each, Janette figures that Rick enjoyed about 50% of it while she just 10%. "I was really scared the whole time," she admits. "The ocean is so big that I felt I had no control over my environment — and I didn't like it at all." Hurricane Boris approaching as close as 400 miles probably had something to do with it. "There was a lot more stress than I expected," she continues, "you get mentally and physically tired."

While in French Polynesia, Rick and

COURTESY RENAISSANCE



A fully-recovered Rick Hamil enjoys life to the fullest aboard 'Renaissance'.

Janette bumped into the skipper of *Stardancer*, a San Franciscan (they can't recall his name) who bought a boat in

New York and then sailed down to the Caribbean, through the Panama Canal and to French Polynesia. While in the Caribbean, he'd conducted a casual survey in which he supposedly found that only 20% of the women — most of them being under 30 and/or having outdoor backgrounds — really like cruising. The other 80% were merely going along, like Janette, because it was their husband or boyfriend's dream.

The skipper of *Stardancer* came up with one even more casual theory why. For the men, cruising meant fiddling with GPS, Radar, SatNav and such — tools and concepts of the next century. For the women, most of whom no longer had dish and clothes washers and other modern appliances, cruising is a move backwards a century.

Janette made her own observation on the kind of couples that really love cruising. "They are invariably people with a real lust for life. People who somehow are able to enjoy life on their own terms rather than feel as though they have to do what society dictates." That's about an accurate a description as we've heard.

Despite the supposedly widespread

COURTESY RENAISSANCE



Janette Hamil doesn't care for ocean crossings, but island-hopping suits her just fine.

discontent among cruising women, Janette reports that she was not aware of a single couple breaking up upon arrival in Tahiti. If true, this would mark a significant change from the past, when couples breaking up in Tahiti were as common as waves breaking

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on the shore. "I did, however, see a lot of couples making conscious efforts to make things work out," she notes.

While Janette wasn't crazy about the ocean-crossing — she only went because she wasn't sure Rick could make it singlehanded — she did enjoy cruising among the islands. So while not in love with ocean passages, the Hamil's plans for next year include sailing to Fiji and deeper in the South Pacific.

As of the middle of October, Rick was singlehanded *Renaissance* to Maui — he'd just crossed the Equator and was averaging a very swift six knots — where he and Janette plan to winter before returning to the South Pacific.

— latitude 38 10/22/90

Int'l Crab Drag Races

Tangent — N/A

Becky & Lon Searles

Puerto Escondido, Baja

What to do during the dog days of August in the Sea of Cortez when 'Lake Escondido', surrounded by hills and spectacular peaks of the Sierra Giganta, becomes an inferno? It was the answer to just that question that set Terry of the once Redwood City-based *Erotica* and friends to

an event to take cruisers' minds off the scorching heat: the midsummer madness at uninhabited Isla Coronado that's come to be known as the International Crab Drag Races.

August 17 of this year the Mexican panga drivers who stopped to clean their catch under the Isla Coronado palapa before returning their charter clients to Loreto were confounded to see no less than 50 cruising boats pack the normally quiet anchorage at the southwest end of Isla Coronado for what would be two nights of eating, dancing and competition.

This large contingent had been preceded the day before by Jeff of *Arrakis*, who with a group of volunteers spent Happy Hour incinerating trash and fish carcasses, smoothing and sifting glass shards and sharp stones from beneath the palapa, and getting ready for the arrival of generators, lights, extension cords, a sound system, tables and the material for the crab race course. They would later handle the tear-down of the site, another major responsibility.

While most boats motored or motorsailed the 18 miles from Puerto Escondido to Isla Coronado, George of the trimaran *Essence* spearheaded the first annual Decaña Cup for those who couldn't bear not to race. Plagued by the typically light winds of a Sea of Cortez summer, a few hardly souls actually hung in and finished the course. The results of the elaborate handicapping system — consisting of Crab Princess Lee Ann of *Hydra* drawing a name from a hat — showed Frank and Frankie of *Keoke II* to be the winners of a liter of rum. Having temporarily withdrawn from the race to assist a vessel in the distress, the triumph of the Good Samaritans was in keeping with the spirit of the festivities.

While warming up for Saturday night conch shell blowing contest, Kopi from *Martha Rose* persuaded a number of entrants to participate in a snorkel-blowing contest to serenade the crowd prior to dinner on Friday. Blowing into the wrong end of a snorkel can produce some pretty hilarious noises, but none as hilarious as those produced by Rob of *Scout*. His virtuosity lead to an enthusiastic round of applause and top honors, such as they were.

Since the purpose of the Crab Drags is to have fun and keep cool, there were a minimum number of organized activities.



Daylight hours were usually whiled away onboard in the hopefully breezy shade of an awning, enjoying the company of good friends with cool drinks. Others napped, read, swam or daydreamed. As the day began to cool, a number of folks began preparing dishes for what each night would become a 30-foot long buffet — with a quantity and quality of food that hasn't been seen in many a yachtie potluck. Because of the relaxed lifestyle, cruising seems to attract more than its share of food lovers, who have the time to devote to gathering, preparing and consuming fine food.

Friday night's feast was of an international theme, while Saturday featured the main event for chefs, the Third Annual Fish Cook-off. Faced with a dazzling array of finely prepared and presented fish dishes, judges Christie of *Sharazad*, San of *Pyewacket* and Lon of *Tangent*, had the difficult but delicious task of selecting a prize-winner. For Barbara of *California Dreamer*, her third year proved a charm as her tastefully seasoned, breaded and fried Crispy Fish Nuggets took top honors. The melt-in-your mouth favorites resulted in her netting a soft-sided cooler



COURTESY TANGENT

It looks like a peace-pipe, but it's just snorkel-blowing at the International Crab Drags.

contemplation three years ago while savoring the refreshing cool of an air-conditioned restaurant. The group devised



Dean Jones of Sausalito's 'Local Talent'. More on his and Linda's cruise in the next issue.

During the award's ceremony that followed the races, a special presentation was made to Lou and Jeannie of *Southern Cross*. After nearly 20 years of cruising in Mexico, the salty pair have sold their beautiful classic Angelman ketch (used in the filming of *Overboard* starring Cliff Robertson) to their dear friends Rob and Lorraine Coleman. The Colemans, presently of San Diego, last cruised Mexico in the early '80s aboard their Berkeley-based Columbia 30 *SambaPaTi*. Rob made the presentation, proclaiming Lou and Jeannie the King and Queen of the Sea of Cortez.

Another 'queen' was crowned. Ralph Naines of *The Trip* was roused out of the crowd to reign as the Second Annual Crab Drag Queen. He received the adulation of his court, as he was beautifully attired in a grass skirt, well-stuffed hot-pink bra and a glittery crab crown. Ralph — who is soon to take a female bride — then declared that the races were over and the partying could begin!

Come the Monday after the Crab Drags, everyone was still hot, sticky and uncomfortable. Some straggled back to Escondido while others headed north to Bahia Concepcion, Santa Rosalia and other destinations. Somehow, however, we were all able to ignore the heat and humidity a bit as we remembered the friends, the food and the fun.

Boats participating at the Third Annual Crab Drags included: *Vela*, *Kari J.*, *Houday*, *Tess*, *Shahrazad*, *Arrakis*, *Sun Ray*, *Whatever*, *Coleopter*, *Southern Cross*, *Shangri La IV*, *Watchfire*, *Zingara*, *Hydra*, *Lady Anne*, *En Sueño*, *Nereid*, *Halcyon*, *Canary*, *Martha Rose*, *Malagueña*, *Tangent*, *Balamar*, *Pegala II*, *Van Dye*, *Boundless*, *Keoke II*, *Questor*, *Luna Dia*, *Pyewacket*, *Wind Dancer*, *California Dreamer*, *Temerity*, *Hallelujah!*, *Princess*, *Galatea*, *Silvan II*, *Morgan Manor*, *Erotica*, *Essence*, *Silk Hat*, *Sea Bird*, *Chaska II*, *Scaramouche*, *Maybe Tuesday*, *The Trip*, *Scout*, *Regina Maris*, *Normac*, *Shadowfax* and *Lubeck*.

— becky & lon 10/9/90

**Good-bye To The Northwest
FellowShip — Yamaha 33
Sally Andrew, Foster Goodfellow
(Fortman Marina, Alameda)**

Our summer in the Pacific Northwest is over.

Foster and I arrived back in Vancouver on August 23, after four months

however, it appeared that the fastest of the fast had feasted on spicy salsa and tortillas.

The finals on Saturday night were every bit as exciting as anticipated, with many races being decided by no more than fractions of a second. Some particularly close calls generated talk of the possible need for a instant-replay camera next year. Without the technical gear, George and Jessica of *Balamar* served as race committee chairman and scorekeeper for the third year running, enthusiastically and tirelessly keeping the action going. Other key race officials included Pat of *Scaramouche*, who supervised the starting line, and Dean from *Martha Rose* in the all important role of finish line crab catcher. Without Dean, the winning crabs from each heat would have skittered off into the darkness, happy never to race again.

When it was all over, the victors were Sue of *Chaska II* in the Sally Lightfoot class and Doug of *Halcyon* in the Ghost Crab division. The winners received free dinners at the Tripui restaurant in Puerto Escondido and the El Nido in Loreto.

donated by The Moorings Charter outfit. Barb not only prepared the top dish, but had spent Saturday morning fishing with her husband Cosby, contributing generous amounts of dorado for the "fish bank" cook-off chefs were to draw from.

With the sun down and dinner completed, it was off to the races. Due to the disappointingly small number of hermit crab entries, racing in that class was cancelled for this year. The Best Dressed Hermit Crab competition still went on, with Lilly of *Sossity* taking honors with a lovely parasol-toting specimen.

The actual racing began with the Sally Lightfoot Division. The colorful crabs, fast enough to be fun yet not to painful to obtain or handle, are popular with entry-level owners. The white ghost crabs, sometimes known as 'white lightnings', can and do inflict nasty wounds. Elimination rounds were held in both classes on Friday night for the big finale on Saturday night.

As the Saturday finals drew near, the hot topic of discussion among the crab racers was the best diet for crabs-in-training. Everything from hot dogs and beans to some super secret seafood delicacies were discussed. Ultimately,

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of great cruising in Alaska and British Columbia. We travelled over 2600 miles and averaged 22 miles per day. We had very few days of contrary winds and were usually able to make what I call 'quality forward movement' — which simply means more sailing than motoring and more wing-on-wing than beating. When we did have to motor, it was in calm and protected waters. The summer was warmer and dryer than we expected, so we only had to fire up the heater only twice. The fog was non-existent for our sail north, and on the trip south it usually burned off before noon.

It's a long way up to Glacier Bay, Alaska — we now understand why so many people who come north never get as far as they expect. You could spend a lifetime poking in and around all the bays and inlets and never tire of the snowcapped mountains, waterfalls, hot springs, trees and wildlife. We noticed a progressive lessening of the number of pleasure boats north of Vancouver. Hundreds of boats cruise between Desolation Sound and the end of Vancouver Island, but far fewer are seen between Cape Caution and Prince Rupert. Only a handful can be found cruising the waters of Alaska.

Our trip south, after leaving Glacier Bay and Sitka, was great. It was interspersed with hot springs (at Baranof/Warm Springs in Alaska and Bishop Bay in B.C.), waterfalls (Ell Cove, Lowe Inlet, Butedale, Tenedos Bay, and the Grandma of them all, Chatterbox Falls at Princess Louisa Inlet). The salmon were absolutely flipping out — leaping and twisting and belly-flopping on the surface, especially near the entrance to streams and fish farms. We saw grizzlies feeding on berries and roots on the beaches, and our own foraging for berries (raspberries, blackberries and blueberries) was very successful. There was more; black bears feeding on salmon, humpback whales lazily blowing and sounding, blackfish (orcas) feeding and swimming. You don't see this stuff too often around San Francisco Bay.

The long Alaskan days ended at the latitude of Prince Rupert and I suppose the time change intensified the shock of darker evenings. This was unfortunate because we have come to love the long days — I often had to have my sunglasses on at 0500! You can get a lot of exploring done when the sun rises at 0400 and doesn't set until



after 2200.

As with our trip north, we were blessed with mostly following winds when heading back south. We had a glorious 7-knot sail down Grenville Channel and then scooted along at over 10 knots — aided by a 5-knot current — through Johnstone Strait.

Many of the waterfalls we'd seen on our way up had gone dry, even the huge falls at the abandoned town/cannery of Butedale. Our return to Desolation Sound was something of a shock. On our way north in April we had anchored in Prideaux Haven with just three other boats. In the summer it's a whole different situation, as hundreds of boaters from Seattle and Vancouver cruise these waters during their two-week vacations. But once we readjusted to the sudden jolt of overpopulation and return to civilization, we enjoyed ourselves immensely, spending four days in Tenedos Bay. The swimming and diving in both the bay and the nearby freshwater lake were great — but our sunshower got too hot (!) and our reefer had to work overtime.

While walking the path to the lake one afternoon, we bumped into some

Having said goodbye to the glaciers of Alaska, Sally and Foster are now in the warmer climes of Hawaii.

friends, Kappy and Dennis Cox, from Marina Village in Alameda. That evening aboard their Sea Star 46 *Solastra* we shared ideas and gossip over raspberries, coffee, brownies and a bottle of port. When I mentioned a tiny outboard on their aft deck, Dennis and Kappy said they rarely use it. "It's sooooo noisy," they laughed, "somehow it manages to convert gas to noise but without any power." They didn't laugh, however, when they told us they had been boarded not once, but *four times* during their trip from San Francisco to Seattle. What a ridiculous waste of taxpayers' money. A couple of years ago the Coast Guard said they were going to coordinate their efforts so that boats wouldn't be boarded for 'safety inspections' numerous times during the same trip; what happened?

We spent another three days doing the many projects that needed to be completed prior to our crossing to Hawaii: cleaning all the winches, rebedding the main winch, scrubbing the bottom, replacing the stern tube gland, patching the

COURTESY FELLOWSHIP

sail locker. We're saving it for Hawaiian winds.

We almost bypassed one of the best stops of the summer. Chatterbox Falls at the head of Princess Louisa Inlet is just a two-day sail from Vancouver, and thus is often overcrowded. Spoiled by a summer of gorgeous, private anchorages, Foster and I were going to pass it by until Dennis and Kappy insisted we stop. It turned out to be the highlight of our summer. We made friends with Alex and Jill Kimball of Bainbridge Island, and their daughters Alexis and Courtney. The Kimballs had sailed up aboard *Twinkle*, a tiny but lovely wood yacht.

We spent our first two days at Chatterbox anchored in 20 fathoms in front of the falls. The last two days we spent anchored off to the side and away from the madding crowd — in 22 fathoms. The scenery was spectacular, with green valleys and granite peaks to over 7,000 feet — and waterfalls in all directions. I would venture to say that Princess Louisa Inlet is at least the equal of Yosemite when it comes to grandeur. And the water was even warm enough for quite a bit of swimming.

Vancouver is a great place to provision. On our way north we stopped there to visit with friends and were overwhelmed by the beauty of the city and the hospitality. So we returned. We met Mike and Gillian West of *Khamzin* and Bill McLeod of *Nelai Pawnee* at Spruce Harbor Marina, who were most helpful in guiding us to the right stores and getting us access to the showers and laundry facilities. They also gave us a copy of the latest *Latitude* 38!

We were able to tie up free of charge at one of five moorings next to the False Creek Marina. The moorings are provided by the Bluewater Cruising Association (BCA) for foreign flagged vessels. Also tied to a buoy was *Time Wise*, with Australians Graham, Russell and Nicolette. They planned to soon be on their way to San Francisco Bay.

Everything imaginable is within easy walking distance of the BCA buoys — including marine stores. Our favorite stomping grounds were at the Granville Market: cappucino, delicious baked good, fresh fruit and veggies, meats and poultry, gourmet pasta and sauces — and a non-stop food fair with ready-to-eat food from

all around the world. The market has give 40-foot slips available for pleasure boats and the first three hours are free of charge. Also not to be missed is the Granville Island Brewery: free tours and free beer!

Tonight we're anchored in Ganges, off Salspring Island in the Canadian Gulf Island. Tomorrow we are sailing — under protest by Foster — to Victoria. I've never been there and I am insisting that we have tea at the Empress Hotel before departing North America.

September 4 should find us in Port Townsend, picking up our new Trimble GPS. Then as soon as the weather looks good, hopefully before the end of the week, we'll be off to Hawaii. We'll let everyone know if GPS really works.

— sally 9/15/90

Warning To Crewmembers: Get It In Writing

J.L.

Mexico

My recent bad experience in Mexico prompts me to warn future crewpersons to 'get it in writing' and not loan more money than you can afford to lose.

Love is not only blind, it's often stupid: I lent the skipper of the boat I was on quite a bit of money for boat gear. He paid some of it back, but still owed me \$2300 when he told me to get off the boat.

Suddenly our agreement of almost a year had retroactively changed from "splitting groceries" to "splitting expenses".

SARAH WRIGHT



Money — it can be a sticky issue when captains and crew go separate ways.

He gave me an itemized list of supplies, boat parts, yard bills, an anchor, a radio, an inverter, *mordida* to the Navy for

mainsail cover, de-molding the v-berth, reorganizing the quarter berth and aft locker, cleaning the galley as well as reorganizing and recataloging our canned stores. While doing the latter, we thought about all our old friends, many of whom had brought a 'can with a message' to our *bon voyage* party. Every time I look through our food stores I am besieged with messages from friends; "Drink this while naked!" is typical. But their names and notes still grace many of our stores.

After Desolation Sound, we sailed to Savary Island, a long, sandy island created by the meeting of the tides. There we met Linda and Dean of the Sausalito-based *Passport 40 Local Talent*. They were returning from a trip to Mexico — via Hawaii and Canada!

Our sail south from Savary Island was expensive as we lost our longest (9.5 feet) batten from the mainsail. Luckily we were able to quickly find a replacement in Vancouver. We carry three mains aboard our 33 foot boat; the second is a fully-battened one we use for light airs and motorsailing (no flogging), the third, by Sally and Kame of Pineapple, is our favorite, but it's spent the summer in the

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pulling his boat off, paint and other expenses. But no crew is expected to pay for this stuff! But having spent \$4600 on the boat in the previous two months, he claimed that \$2300 of it had been "my share" and therefore he owned me nothing.

I determined that I legitimately had owed \$650 — but that still left a balance of \$1650. When I offered to settle for just \$1000, he just laughed and told me to get off the boat!

If I had put our original agreement in writing, I could take my case to the Port Captain, who has the power to stop boats from leaving the harbor. But I was stupid, got conned and didn't get it in writing.

One thousand dollars may not sound like much, but when you're out cruising money is a non-renewable resource. For the owner of the boat I was thrown off, \$1,000 is a drop in the bucket; for me, it's six months worth of cruising funds.

So unless you've got money to burn, get your agreement in writing.

— J.L. 9/5/90

J.L. — While we sympathize with you, we feel it would be unfair to publish your full name and the name of the boat you were asked to leave — at least until we were able to hear the other person's side of the story. Besides, your point is well made without dragging specific personalities into it.

Tamure — Columbia 40 Ted Litwiller & Ronne Walker Cabo San Lucas (Redondo Beach)

Longtime sailing instructor Ted Litwiller took off on his first cruise at just the right time: in March of 1987, just two weeks before winter storms ravaged his home port of Redondo Beach. While the good-natured Ted was fortunate to be on his way to the Marquesas with his Catalina 27, *The One To Go*, it wasn't the luckiest passage for his German Shepard / Blond Labrador, Shane. the dog fell overboard during a period of strong winds and heavy seas. After searching for 30 minutes and with the situation becoming more hopeless by the minute, Shane was spotted and rescued.

While the Catalina proved to be "a very seaworthy boat" (the only problem was a broken boom), she didn't have a lot of room for provisions — especially with a big dog onboard. By the time they neared



Ted, Ronne and 'Overboard' Shane relax during a breakfast at Papi's.

Nuka Hiva, they were down to such mouth-watering entrees as mustard or catsup — and no liquids. Ted laughingly remembers that as soon as the anchor was down they rushed ashore and "licked the dew off leaves".

While in French Polynesia, Litwiller got a job with The Moorings. He liked it: "Great boats, great pay, great company!" The only reason he left was that he couldn't get an extension for his six month visa. With the Catalina pretty beat up, he sold her in Tahiti for a low price.

Returning to Redondo Beach, Ted resumed his career as a sailing instructor and in February of 1988 purchased *Tamure*. The Columbia 40 centerboarder, built in 1965, was one of the hottest racing designs back in the hippie days. Ted spent the next two years fitting her out for cruising, doing things like replacing the rigging and repowering the boat.

He and Ronne sailed down to Cabo in March of this year, having mostly good stops on the coast of Baja. Abrejos was great. All the restaurants in the village were closed because it was Sunday, so a local family insisted they come into their home and dine with them. *Mag Bay* was a pleasure, too. "The water turned really nice

there, and the panga guys wanted to trade lobster for beer even-up." They also enjoyed *Puerto San Carlos*, anchoring way down at Punta Belcher and covering the remaining 15 miles in their dink. The one stop they didn't like at all was *Turtle 'Dog'*. "The people weren't friendly, there were thieves — it was just a bummer." (Ted and Ronne's experience was entirely different with that of Todd Rainbow and his mates on *Samadhi*, who came down a few months later. Todd, who is good friends with Ted, loved Turtle Bay, which just goes to show that experiences differ.)

Tamure has been tied up at the Cabo San Lucas Marina for the last six months. While the basic facility is well built — "the pangas create the only surge" — Ted finds the \$345/month slip fee "really expensive" in light of the fact there is still no water (expected very soon) or electricity. But the most irritating thing to him has been the marina's refusal to let him work on his jet skis — he brought two down to rent off the beach with a Mexican partner — on the dock. "They say I might spill oil on the fingers".

Life hasn't been bad at all in Cabo, however, especially since Ted bought a studio condo overlooking the harbor. "We ran the air-conditioners 24 hours a day for two months and the electricity bill was just \$11 U.S.," he laughs. As for Cabo, two of the biggest problems remain getting water and fuel. Mariners are still required to get a permit for fuel, and the only place to take it on in quantity is the end of the old cannery pier. As for water, Ted puts a quarter-ounce of chlorine in every 50 gallons to keep the bugs out of their systems.

As much as Ted and Ronne have enjoyed Cabo, there's a lot more of the world they'd like to see. As such, sometime this winter they'll be heading to Costa Rica, with Panama, the Caribbean and Brazil on their horizon.

— latitude 38

Light Touch — Irwin 52 Glenn & Lynn Perkins Sorenson Bonaire, Dutch Antilles (Santa Clara)

We've had a busy summer. In May we sailed up the Intracoastal Waterway from Fort Lauderdale to Norfolk, but skipped Florida's many bridges by riding the Gulfstream to southern Georgia. We averaged 10 knots for most of our 350



COURTESY TANGENT

Groom-to-be, Ralph Naines dressed to kill at the International Crab Drags.

miles in that amazing current.

The ICW in Georgia is beautiful in a mysterious way: tidewater swamps with an abundance of deserted coves, and many birds and occasional alligators. The ICW was even more beautiful as it wound through the Carolinas: forested tidewaters teeming with wildlife and full of islands and small, often navigable, rivers. Except for a few seaside resorts, the area is lightly populated. The people who do live here are all fishermen or water-oriented people. Waterfront property is still relatively cheap and it's easy to see why the Carolinas are a favorite retirement area.

Commerical marinas were first developed along the ICW just after World War II as pleasure boats began commuting up to Annapolis and New England in the spring and down to Florida and the Bahamas in the fall. While in the beginning they only provided a place to tie-up for the night, there are now a wide variety along the ICW providing all different level of service and amenities. They are fun to use and facilitated our visits to Savannah, Charleston, the Beauforts of North and South Carolina — and other places that seem so exotic to Californians like us.

We spent the month of June exploring the Chesapeake Bay where historical sites abound. The Eastern Shore has been fully settled for 400 years! A fishing-based culture, the language patterns, accent, and openness of these people has been remarkably resistant to change no matter how small our world has become. Attractive anchorages are to be found everywhere in the many rivers and creeks. Some spots are secluded while others are by small towns that until 50 years ago were accessible only by boat.

Just as we had been warned, by the first of July Chesapeake Bay had become both too hot to enjoy and full of jellyfish. The jellyfish clogged our sea strainers in 15 minutes! The local boats all have special external sea strainers with several square feet of surface area to keep the jellyfish from overheating their engines. We spent the 4th of July at the excellent York River Marina, which is close to Yorktown, Jamestown, Williamsburg — and the chandleries in Norfolk.

We then headed out across the Atlantic to Bermuda, having a wonderful 850-mile, six-day sail that featured full-moon sailing. Bermuda is the paragon of islands. It's got great water, beaches, coral reefs, tropical

flowers, diving — and because it was the 'Gibraltar of the Atlantic' for 200 years, many historical sites. Located at 32° north and south of the Gulfstream, it also has an ideal climate. There's more! Bermuda has a good government, a high standard of living, good sailing, fine anchorages and excellent marine facilities. But the best of all is the people; they're easy to meet and fun to be with. Mo-peds are the near-universal mode of onshore transportation and are perfectly suited to the island and its roads.

We enjoyed Bermuda for a month before making a beautiful 450-mile, three-day broad reach to the Virgin Islands. [Editor's note: the Sorensons must have misread their log, as it's quite a bit longer sail from Bermuda to the Virgins.] While in St. Croix we visited with the few friends we have left after hurricane Hugo. Many of our friends who left had been living there for 20, 30 and even 40 years! St. Thomas and St. John seem to have bounced back from Hugo without many scars, but St. Croix, perhaps because it was hit the hardest, faces an uncertain future. Although insurance funded reconstruction work is going on, much of St. Croix looks as though Hugo came through just a month ago rather than a year ago.

Yet another glorious 450-mile, three-day broad reach brought us to Curacao. We had a new Trimble TransPak GPS for the both the sail to Bermuda and the sail to Curacao — and it was terrific. The unit is so accurate that it showed the effects of

eddies and branching currents in the ocean that we hadn't realized were there. Where the pilot charts simply show a one or two knot west-setting current, the GPS, operating in almost real time with high accuracy, revealed the fine structure of open ocean surface currents. The ocean is indeed in turbulent flow!

We found only one fault with the Trimble unit: the speed-over-ground outputs are updated once a second without any averaging, which results in a lot of 'jitter' in the readouts. It's possible, we suppose, that the jitter was caused by the electromagnetic effects of the spars and rigging on incoming GPS signals.) I asked Trimble if there was a Loran-type averaging, but they said averaging for COG and SOG would only be available on their civilian units.

Willemstad, Curacao is a colorful city of obvious Dutch origin. It features a swinging pontoon bridge that open upon request — which means about 30 times a day — for tankers servicing the 500,000 barrel-a-day refinery and cruising sailboats alike. Most sailboats anchor in Spanish Waters, a well-protected bay. An extensive social life has developed among the cruisers here, most of whom have been around for many months.

We are now in Bonaire, which also has an extensive cruisers community. The big attraction on this island is the diving; the island is ringed by coral reefs and dive sites that are accessible by dinghy. The fish are friend and the coral profuse because nothing can be taken from the dive sites. We've been here two weeks and have dived once or twice each day. But that's nothing; Jon and Carol Nickerson of Sunnyvale aboard *Zip-a-dee-doo-dah*, an Islander 41, have now made over 100 dives and still dive daily with great enthusiasm. Since diving vacations are the principal industry of the island, scuba gear is as easily rented as tanks are filled.

We leave tomorrow for Venezuela, which is just 50 miles away. We plan to cruise east through the Venezuelan island and then sail on to Grenada and the Grenadines to spend Christmas at Bequia. It's pleasing to note that 1990 appears to be a year without a hurricane in the Eastern Caribbean — a good start for the decade!

Please give our best regards to everyone back in the Northern California.

— glenn & lynn 9/27/90

CHANGES IN

Glenn & Lynn — You spoke a little too soon about the absence of hurricanes, as Klaus brushed Antigua in early October with 80 knot winds. Fortunately the fleet in English and Falmouth Harbors suffered little more than banging into each other. Ironically, it was Klaus' rain that did the most damage: six deaths from flooding in Martinique, which never got any of Klaus' wind.

Christmas in Bequia is supposed to be something really special. We'd sure appreciate if you could take a photo or two and give us a report.

Cruise Notes:

Lic. Ricardo Garcia Soto, the Secretary of Tourism for Baja California Sur, didn't enjoy reading Wally Farrell's October letter [page 43] about **abusive Mexican officials**.

"We are most interested in putting a stop to abuses of yachtsmen visiting Mexico," Garcia Soto writes. "Please ask Mr. Farrell to fax us detailed information about the identity of the culprits. For example, the exact dates and times of the abuses, what the individuals looked like and so forth." Garcia Soto, a long time friend of *Latitude 38* and *Sea of Cortez Sail Week*, can be reached by fax from the United States at 011-52-(682)2-77-22. When faxing from within Mexico, the number is 91(682)2-77-22. His telephone numbers in La Paz are 2-11-99 and 2-79-75. Now you've got a friend in Mexican government!

And just for the record, for the most part Mexican officials are friendly and not the least bit abusive.

Jerry Kahn and Barbara Treen were supposed to have taken off cruising this July aboard their Tayana 42 **Spicy**. It wasn't the typical overload of things to install and fix that delayed them, but an on-the-water dinghy accident. It happened early this summer when the two departed the Sausalito Yacht Harbor aboard their outboard-powered Avon 3.10 inflatable. Each was sitting on an air chamber since the bench seat had been lost during a 55-knot blow at the Channel Islands. Just outside the harbor entrance Kahn noticed a large wake coming their way. His "Hold on!" warning was to no avail. Although they were only moving at five knots, the wake back-flipped Treen out of the dink and into the water. Kahn was thrown onto the dink sole, losing his grip on the outboard tiller in the process. Left to its

own devices, the outboard's torque caused it to turn in a tight enough circle to run over the helpless Treen.

Being attacked by an outboard is akin to being assaulted with a chainsaw. Fortunate not to be killed, Treen nonetheless had her leg broken in four places and now sports a rod between her knee and ankle. Despite eight days in the hospital and three days a week therapy ever since, she's game to take off cruising "as soon as she can jump off the dock". Hopefully that will be in December.

Kahn and Treen had been planning a cruise for quite some time, but since Kahn doesn't particularly care for hot weather, they couldn't decide where to go. A charter to Turkey last year changed all that. "I fell in love with the place," he says. As such the two will cruise the coasts of Mexico, Central America and go through the Canal early next year. By July they hope to be in the Azores so they can spend the latter part of the summer in Turkey. Their ultimate goal is to be in Barcelona in 1992 for both the Olympics and the 500th anniversary of Columbus setting sail for what he hoped would be the East Indies.

While in a chandlery recently, we stumbled into **'Broken Bottles' Bob Jensen**, who along with his wife Gail, spent a good part of 20 years sailing the South Pacific with their Columbia 50 **Simoon**. The Ukiah truck stop owner sold the boat a few years ago because of skin problems on his arms as a result of failing to protect them from the tropical sun. He and Gail are about to close a deal on a 37-foot trawler for a trip to not-so-sunny Alaska next year. Meantime, Bob, an avid Ham, is about to fly to South Africa to join an Oregon-based Ham for the sail around the Cape of Good Hope aboard the friend's Acapulco 40.

The **French** have long been vilified for their careless anchoring technique and penchant for departing anchorages with other peoples' dinghies trailing behind their boats. Now a French boat is reported to have holed a California boat during a night crossing in French Polynesia — and kept on going without bothering to see if the other boat or crew had been seriously hurt. The victims of the hit & run were Tom and Debbie aboard the DownEast 38 **Pelican**, which was reported to have suffered two holes as a result of a collision with **Bernick II**. *Pelican* was able to make it to Raiatea for repairs where she has been hauled to repair two holes in her hull.

This one is going to bring tears to some eyes: we've been told that a **multi-hundred berth marina** is in the works for

Z-town, which is among the most beloved Mexican anchorages. We can only hope that the development progresses as slowly as most do in Mexico. If anybody has further details, we'd appreciate hearing about them.

Phil Howe skippered Louis and Abby Seiler's Hans Christian 43 **Redhawk** to the Pacific Northwest and back this summer, and interspersed it with a "wonderful two-month cruise of the San Juans, Desolation Sound and Lake Nitinat on Vancouver Island". Howe reports they ran into some dirty weather both on the way up near Newport, Oregon and on the way home off Crescent City. Forced into both ports by 50-knot winds and waves occasionally climbing over the double-ended stern, Howe says he's thankful that he had Bill Carber of BC Navigation in Sausalito put together all the charts — with the latest updates — before he left. "Having the latest and updated charts showing the Newport Bar as well as the location of St. Georges's submerged rocks gave me the confidence that I'd soon get good nights' sleep," says Howe.

Latitude has been chastened — and rightly so — for mucking up the September contribution to *Changes* from the Mull 38 **Muav**. Somehow we managed to attribute the piece to crewmembers Richard and Janet Doell rather than the skipper and real author, Shirley. Our apologies.

Apropos of last month's **Cruising Quiz**, Thomas H. Luten of Berkeley will now give us a short course in Polynesian languages:

"Moorea (or more carefully *Mo'orea*) translates to Golden Lizard in Polynesian. In Hawaiian (a Polynesian dialect), *mo'o* (or more usually, *da mo'o*) is the local gecko, since there is only one native reptile in the islands. In Moorea, there are at least a couple of different kinds of reptiles, so *mo'o* translates to lizard, which is its correct meaning.

"As for how the island got its name, when I visited Tahiti I was told that Moorea was a name acquired during the 19th Century. Before that, it was named Aimeo after its ruling family, which explains the frequent occurrence of that name on the island. As for the rest of your item in the *Cruiser's Quiz*, it is indeed a fabulously beautiful island that will haunt you forever."

Thanks, Thomas, we enjoy explanations like that. By the way, we hear that **geckos** are selling like hotcakes at \$7 each in New York City because of their voracious appetite for cockroaches. One

gecko is said to be enough to take care of a small apartment — or, we can only presume, a cruising boat in the tropics. Has anybody carried a gecko — they're kind of cute — as a cockroach deterrent?

When you're out cruising, the **outboard motor** for your dink is equivalent to your car engine back in 'the real world'. In other words, it's not something you want to poop out on you. Thus if you're passing through San Diego on your way to Mexico on November 16, you might sign up for Mike Falkosky's *Outboard Engine Troubleshooting Seminar* at Pacific Marine Supply on Cañon Street in San Diego. Call (619) 223-7194 or stop by PMS for reservations and information.

From time to time we've written some rather uncomplimentary things about the sometimes officious and aggressive nature of the **San Diego Harbor Patrol**. You might think we have it in for them for some reason. We don't; it's just that they keep indulging in some strange and unfriendly behavior. Captain Gregory Smith, whose stationary identifies him as a Coast Guard-licensed Master from San Diego, wrote us about such an incident that occurred early this summer.

Smith's small power vessel and a San Diego Harbor Patrol boat happened to find themselves in a perpendicular crossing situation. Smith, certain he had the right of way, continued on his course so as not to confuse the patrol boat. The San Diego Harbor Patrolman at the helm of the other boat, consistent with the Patrol's contentious image, maintained his course for what looked like would be a collision. According to Smith, the Harbor Patrolmen started yelling through his hailer that Smith didn't have the right of way. Could you conceive of such an idiotic game of nautical 'chicken' — which continued up until the point where the two vessels nearly collided — taking place anywhere but San Diego?

After the patrolmen asked Smith such seemingly irrelevant questions such as whether he ever used an alias or had been arrested before, they issued him a citation for what they apparently believed was a violation of Rule 15 of the Rules of the Road.

The only problem is that the patrolmen, judging from their report of the incident, were in the wrong. In their own words, "Smith's vessel was crossing from the starboard side." Rule 15 reads: ". . . the vessel which has the other on her starboard side shall keep out of the way

and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel". In other words, it was incumbent upon the Harbor Patrol vessel to give way. They didn't give way and they still wrote him up!

Smith fumes: "Patrolman Anderson had the gall to actually prove his incompetence — is it possible he doesn't know his right hand from his left? — by arresting me for violating 'his' right of way. Doesn't he know the expression 'The guy on the right is right?' Or that most boats have helm stations on the starboard side because it's the 'danger side' from which you have to be most alert to avoid collisions? Furthermore, if at night you see a red side light, you stop and if you see a green side light you go. It's really very simple, isn't it?" he plaintively asks.

Smith's conclusion is that "the sad fact is that the Harbor Department of San Diego is having trouble recruiting competent help". That may be jumping to conclusions, but it still makes you wonder what the problem is in San Diego Bay.

Meanwhile over at **Keehi Lagoon** in Honolulu, the future looks dim for anyone who was hoping to either anchor free or liveaboard their boat. State Boating Manager Dave Parsons was quoted by the *Honolulu Star-Bulletin* as saying the state had initially planned to eliminate all liveaboards from the lagoon. Bowing to public pressure, they have decided to let current liveaboards remain on a permit basis, but will not issue any new permits. As for the free anchorage, it is in the process of being replaced by 360 moorings which are expected to rent at between \$50 and \$150 a month. By jamming the boats much closer together, the state plans to make room for a seaplane runway, a water skiing area, a canoe race course, a jet-skiing area and a waterbird feeding area. All of it is part of the state's plan to build a marina complex that can host "America's Cup-type events" — as though such events weren't endangered species.

Members of the **Hawaiian Navigable Waters Preservation Society** are protesting a number of the changes. Their main contention is that Keehi Lagoon is federal water and thus the state has no jurisdiction. They also claim that the moorings are inadequate and placed too close together for safety.

Oh well, at least you can always just take off for **Palmyra and freedom**, right? Well, no. The most recent boat headed for Palmyra had to sign a Release and Indemnity form from the Palmyra Development Company, Inc., which

included lawyer-speak about not holding them harmless for anything. The form seemed reasonable enough in the sense its real intention seemed to be to protect the Development Company from having sue-happy cruisers who might eat a poisonous fish from the Palmyra Lagoon and then take the development company to court in the hopes of getting their boat paid off. By the same token, it's always ominous when you have to sign papers you didn't have to sign before.

Oops, just what we feared! James Underwood of **Evora** had to stop in Christmas Island to repair his rudder. He met a worker at Christmas, who told him he had taken a job at Palmyra. His responsibility: To assess visiting boats \$5 per day plus an extra dollar for every person on the boat. Worst of all, he was to enforce a five-day limit on how long the boats could stay. Carol Post of the Waterfront Postal Center in Honolulu is in the process of trying to confirm this news. While major building on Palmyra isn't expected to commence for a year or two, two-thirds of the 6,000-foot runway are said to have been cleared.

Want to get off your boat and **spend a few nights ashore** in a private *palapa* at Yelapa? Isabel Jordan of Boonville will be happy to trade such accommodations in return for your transporting her sewing machine and an assortment of clothes for the Yelapans. Her number is (707) 895-2318.

It's a little like winning the California lottery, but one cruising couple we know who spent the last two years in the Sea of Cortez wrote to the Ecuadorian government and received one of the few pleasure boat permits given out for the **Galapagos**. We'd tell you who the couple is, but they prefer to remain anonymous.

What's that ringing noise? Could it be . . . yes, it sounds like not-too-distant wedding bells for long time Sea of Cortez habitue and bachelor, Ralph Naines of **The Trip**, and his bride-to-be Miriam. Ralph is perhaps best known for being the only person to have a perfect *Baha Ha-ha* attendance record.

Wedding bells and sailing also seem to mix for Jim Clark, the Silicon Valley entrepreneur who owns the Baltic 55 **Allegra**. Chip Bemm and Commodore Tompkins will sail the boat to Cabo while Clark remains in the Bay Area for the wedding. The honeymoon will be on the boat, after which the couple will cruise Mexico and the South Pacific.

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HOBIE 16. Good condition, trailer, sailbag with trapeze, paddle, flares, etc. Possible 1/2 share. \$1,200 b/o. (415) 525-3037.

LIDO 14. With trailer, good condition. \$800. Jim Tucker (415) 271-1800 (days), (415) 376-5466 (eves).

12-FT LIVINGSTON. F/G roomy double hull stable (good fish/dive platform), 5-6 person positive flotation run-about, 30 hp capable offering a fast planing smooth ride in chop. \$750 b/o. (415) 837-8753.

8 1/2-FT HARD BOTTOM inflatable dinghy. 8 hp o/b. 5 months old. Boat cover and deck chocks. \$3,000. (415) 331-3554.

10-FT GLASPAR DINGHY rebuilt with redwood rails, teak knees, foredeck, windshield, seats 4, 5-ft beam. Heavy duty, with oars. \$550. Call (415) 331-5716.

LASER, NEW SAIL AND LINES. In great shape. \$900. With trailer \$1,000 or trade for Selmer Sax. (415) 897-3075.

505 KYRWOOD #6934. Proctor D spars, waterrat centerboard & rudder, custom trailer, boat cover, 2 sets of sails, white hull. \$3,199 b/o. Call Peter (415) 865-6389.

LASER, 1980, 14-FT. Yellow hull, Ivory topsides, good condition, new sail, new galvanized trailer, many extras. \$1,100. (415) 778-9079.

LASER I, good condition. New sail, extras. \$850 b/o. Mistral Malibu board sailor, 2 masts, 5 sails, 2 booms, harness. \$850 b/o. (415) 383-4339.

505 Parker #5971. New Proctor D mast and main. Cover, trailer, lots of gear, good condition. \$1,750. (415) 235-7830.

505 DINGHY. 16-ft with trailer classic 1962 beauty. Sail no. K1289. New British racing green paint on fiberglass hull, New West epoxy and varnish on wood decks, wooden spars, main, jib, spinnaker. \$850. (916) 885-8500.

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PEARSON ELECTRA 22'6". Full keel, new North main, Genoa, working jib, 4 hp Johnson, VHF. \$3,200. (415) 883-7804.

CATALINA 22-FT. Very clean, Johnson o/b, trailer, porta-potti, extras. Perfect sails and rigging, sleeps 4-5 nicely. Selling toys to get married. \$3,800. (415) 757-1307.

SANTANA 22. Excellent condition, 6 sails including spinnaker, Johnson 6 hp, new linear polyurethane paint on hull and topsides, 3 anchors, compass, new cushions, lifelines, pulpit, much more. Berkeley berth. \$5,000. (415) 964-2336.

23-FT AQUARIUS 1971. 7.5 Honda o/b in affordable Vallejo slip. Great mahogany cabin with amenities. Easily maintained. Experience the sport of sailing. Good condition. \$4,000. Call Suzanne (415) 934-3577 (eves).

US22 F/G SLOOP, 1982. Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. \$5,500 b/o. (209) 748-5721.

MCGREGOR VENTURE 22. Swing keel, working jib, jiffy reef main and 150 Genoa. Honda 7.5 o/b. This is a good Bay starter boat that needs some cleaning and attention. \$1,750. Call John (408) 241-3895.

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CORSAIR. Solid French-built 18-ft hard-chine plywood sloop. Sleeps 3, seaworthy Bay sailer, needing TLC. O/B, Sausalito slip. \$950 b/o. (415) 332-4536 (days).

22-FT VENTURE (MACGREGOR), swing keel, new 4 hp o/b, pop-top, toilet, stove, trailer, many new safety features. Perfect family boat for Bay, lake and Delta. No slip fees! 55 mph windward! New baby, need cash. \$3,400. Call Brian (707) 426-9901.

21-FT "PICAROON" 1936. Been a lot of fun, moving up. 5 hp Mercury o/b, Marine head, sails. Perfect estuary boat. Hauled and worked on (a lot) last year. \$3,500. Call Christopher (415) 521-0720.

RANGER 22, 1979. Mull design, 6 bags including spinnaker gear, 4 hp o/b, trailer, lifting bridge, porta-potti, all cushions. Sleeps 4, fully equipped. Ex. condition, fast. Delivery possible. Must sell! \$3,950. (213) 438-3685.

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ERICSON 23, 1976, must sell, going back to school. 6 hp Johnson. \$3,600 b/o. Call (415) 735-8686 or page me at (415) 830-3479.

20-FT NEWPORT 1970. 6 hp Johnson o/b, main, 125 and storm jib. Excellent Bay boat. (415) 522-5052 (lv msg).

DUET 24-FT fiberglass over plywood centerboard sailboat on trailer. Possibly the perfect way to cruise Baja and the northwest. This is a very pretty yet practical wooden boat! \$4,000 b/o. (209) 465-0659.

CAL 24. Excellent condition, great for Bay & Delta, new teak rails, new bottom paint, sails 2 years new, 6 hp Evinrude, VHF radio, swing keel. \$4,500 b/o. Call (916) 677-4945.

O'DAY 22, 10 hp Chrysler w/generator and marine battery, main, jib and 150 Genoa, trailer, AM/ FM cassette stereo, porta-potti, galley sink, ice chest. Sleeps 4. Shoal draft keel. Berthed in the Delta. \$4,800 b/o, trade toward 28-ft boat. (916) 487-0534.

ERICSON 23. Nicest Ericson on the Bay, new epoxy bottom w/new keel bolts, new mast and rigging, 7 bags of good sails, including spinnaker, 6 hp o/b. She was surveyed last month. \$5,000 b/o. (415) 521-1929 (days), (415) 521-6962 (eves).

24-FT WYLIE WABBIT, 1984. Hull #50. 875 lbs displacement. All Harken. Great condition, 13 sails including fresh One Design set. Many spares, trailer. "Fast is Fun." \$7,000 b/o. (619) 285-1159.

J-24, 1980. Bottom, keel and rudder fared. Hatch conversion and adjustable spreaders by Allis Racing. Harken traveler, new Nissan 5 hp o/b, 2 sets sails. \$13,500. Call John (415) 467-1242 (days), (415) 924-2743 (eves).

ERICSON 23 with custom trailer. Fixed keel, 6 sails, outboard, VHF, mahogany interior with galley, weather instruments, oil lamp, compass & more. Sleeps 4. \$1,200 recently invested in custom hatches. This rig is a steal at \$4,900. (415) 989-6817.

24-FT ISLANDER BAHAMA. Fully equipped, 10 hp Honda, VHF, depth, Club jib, new Sutter main, ice box, porta-potti, sink, deep chg. battery. Full cushions, beautiful interior, full Delta canvas, two anchors. Great Bay/Delta cruiser. \$7,000. (415) 672-8850 (eves).

23-FT BEAR BOAT #40. Sausalito berthed and built 1948. Sail a stout Bay legend. New mast, boom and rudder. Varnished mahogany cabin and cockpit, bronze portholes, 6 hp o/b, full cover. A great class association and Master Mariner eligible. \$5,000. (415) 331-0212.

1986 15-FT WEST WIGHT POTTER. Complete, ready to sail. Boat in excellent condition. With trailer. Can deliver. \$2,000. (707) 442-6875.

WEST WIGHT POTTER 15-ft with trailer. Has bow pulpit/flotation cushions, great garagable pocket cruiser for Bay, ocean, or Delta. Rigs and sails easily. Red hull, white main/jib (in good shape). Tows/launches with mid-size car. \$2,500. (415) 728-3436.

VENTURE 21. Freshwater boat with trailer and upgraded rigging. Factory sails plus new condition North main, jib and 150% Genoa. Boarding ladder, knotmeter and 4 hp Mercury included. Have purchased larger vessel, must sell! \$3,250. (916) 549-4337.

25 TO 28 FEET

26-FT FRISCO FLYER (Pacific Clipper). Wooden sailboat, teak hull and house. Needs new cockpit floor. Boat is in fairly good shape. Located in San Rafael. \$1,800. Call Karel (415) 863-5155.

ERICSON 27. Surveyor rates "above average." Market value \$15,000. 3 jibs, spinnaker, Atomic-4, rebuilt 1988. Following new: mast, boom, standing rigging, lifelines, gas tank, working jib, main, compass, knotmeter, head, bilge pump, outside cushions. Sacrifice \$9,900. (408) 356-6269.

CATALINA 27, 1975. New Harken roll reef and self-tail winches, new jib, new Nissan o/b, new epoxy bottom, new dinghy, VHF, CB, stereo, single-handed setup, excellent condition, many extras, Sausalito. \$12,900 b/o. Will finance. (415) 491-0825.

PACIFIC SEACRAFT ORION 27, 1983. Beautiful world cruiser fully outfitted and ready to cruise. Radar, VHF, depth, knot, refrigeration, Avon dinghy, ground tackle, EPIRB, full sail inventory, windlass, Dodger, Fleming wind vane, plus much more. \$48,500. (408) 247-3560 (eves).

CATALINA 25, 1981. Traditional interior, fin keel, hard top. Depth sounder, knotmeter, compass, VHF, solar and shore power battery charger, 7.5 hp Honda, main and 110, dodger. At Owl Harbor near Isleton. \$8,500 firm. (415) 604-6814 (work - lv msg), (408) 353-3685 (home - lv msg).

GREAT BOAT - PRICED TO SELL NOW! Hunter 27, 1980. Excellent condition, fin keel, diesel, wheel steering, 4 sails, VHF, Datamarine Digital KM, log, DF, propane stove, teak sole, 8 opening ports, internal halyards led aft, fast, roomy cruiser, Alameda. \$15,000. (415) 932-4846.

1974 25-FT BUCCANEER, w/trailer (trailer needs work), 1 main, 1 jib, 9.8 hp Mercury o/b, Sea Hawk 24 VHF/FM Marine radio, in dry storage. \$6,000. (415) 828-2048.

ERICSON 27, 1972. Excellent condition, new bottom, new cushions. Standing headroom, enclosed head, 3 headsails, tiller steering, 9.9 hp o/b and Coyote Point berth. \$11,000. Call Dan (415) 375-2970 (days), (415) 579-4443 (eves).

CORONADO 25-FT, 1969, in excellent condition. Sleeps 5, flush head, galley w/stove, sink and icebox, 4 sails, Evinrude 6 hp o/b, radio and many extras. Very stable Bay boat. \$5,000 b/o. Will consider trade of smaller trailerable boat. Call Dan (415) 276-7858.

ALBIN VEGA 27, 1975. Excellent cruiser! Ready to go! New Volvo diesel. New rigging, haulout 10/89. SatNav, Loran, VHF, handheld VHF, EPIRB, DS, KM, stereo, dodger, RVG windvane, 6 sails, 4 anchors, inflatable, 3.5 hp o/b. \$15,000. (415) 507-0386.

27-FT BALBOA SAILBOAT w/trailer. Inboard diesel, sleeps 6, galley, head, instruments. \$17,500. (916) 283-3218, (916) 836-2682.

YAMAHA 25 MKII, 1981. Nicest anywhere. Loaded. New Sobstad sails. Full batten main, roller furler, Yanmar diesel, Autohelm, VHF, DS, stove/oven, spinnaker, gear. Great Bay boat. Pay off balance of \$16,700 and she's yours. (707) 226-7869.

CAPE DORY 28-FT, 1979. A beautiful boat. Strong and comfortable, a great boat for the S.F. Bay area. A fabulous weekend retreat. Diesel, VHF, RDF, anchors and more. Call for details (415) 828-4353.

PACIFIC SEACRAFT 25, 1977. A strong, full keel, cruising sloop. double-ender. 3 sails, diesel, AP, DS. Excellent condition, cozy teak interior, new cushions. Meticulously maintained. Original owner. This boat is beautiful. \$18,000 b/o. (415) 792-3389.

ERICSON 27, 1980. 1 owner boat in excellent condition. Yanmar diesel, Harken furling jib, Tiller master autopilot, Micrologic Loran, custom dodger, Zodiac inflatable with o/b, battery charger, shore power, VHF, depth, KM, compass, cockpit cushions. \$25,000. (916) 456-1728.

ERICSON 26, 1968. LOA 25'9", beam 7'9", draft 4'3", main, 130, 100, storm jib, Jiffy reefing, halyards led aft. Depth sounder, VHF, safety gear, swim ladder, electric start, 9.9 hp long shaft o/b in locking well. Excellent condition. \$6,000. (408) 741-0880.

CORONADO 27. Excellent condition. Custom interior. 10 hp Honda motor, stereo, TV, VHF, DF and much more. Perfect family boat. Must see and appreciate. \$8,750. (415) 684-3136.

ISLANDER 28, 1982. Yanmar diesel, excellent Bay boat, mint condition, furling jib, VHF, auto bilge pump, Jiffy reefing, auto battery charger, Lewmar winches. Priced for quick sale \$19,950. Call Joel (415) 939-4242 (days), (415) 672-6586 (eves).

SANTANA 27, 1973. Ready to sail, Atomic 4, new custom tapered mast, new standing rigging, double lifelines, spinnaker and gear, Club jib, 90% jib, 155% jib, 2 ply main, knotmeter, VHF, Tacometer, 7 winches. \$10,500 b/o. (415) 482-5355.

CHEOY LEE OFFSHORE 27, new awlgrip paint, Tiller master autopilot, Monitor windvane, KM, DS, Volvo 2 cyl. 18 hp diesel, cutter rigged, roller furling Genoa, dodger and canvas, teak decks, 2 compasses, 2 anchors w/chain. Beautiful. \$21,000. (415) 924-8398 (lv msg).

YAMAHA 25 MK II, 1979. Yanmar diesel, 5 bags, Loran, VHF, windinst., ground tackle. First quality pocket cruiser or Bay boat in excellent condition. Sleeps 4 in comfort, galley. Must sell. \$9,950. (213) 438-3685.

25-FT PACIFIC SEACRAFT, 1979. Quality bluewater vessel for discerning buyer. Diesel (155 hours), galley, head w/holding tank, autohelm. Excellent condition. \$18,500. Call Jill (415) 534-4317.

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CATALINA 25. Must sell now! Clean, great condition, ready to sail away. Fixed keel, new bottom paint, o/b, VHF, all Coast Guard required safety equipment included! So. Bay slip available. \$5,800, all offers considered. Jim (415) 365-8686 (days), (415) 369-6874 (eves).

COLUMBIA 26. Good condition. New main, 2 serviceable jibs. Super reliable 5.5 hp Johnson o/b. Interior reupholstered and carpeted. Separate head with sink, hanging locker, galley. New DS, VHF radio. Sleeps 5. Great Bay boat. \$6,300. Susan (415) 499-3320 (days), (415) 435-1506 (eves and weekends).

CAL 2-27, 1975 w/diesel, 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear and Delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on \$22,500. (415) 825-2969 (eves).

26-FT PEARSON, 1975. VHF, DS, KM, compass, 15 hp o/b elec. start, sails, 3 year old, cruising only, cruising spinnaker, sleeps 5, head, stove, sink, well maintained, great Bay boat. \$9,500 b/o. (415) 297-5032, (415) 833-0961.

CORONADO 27, 1972. Hauled Sept. 1989. Excellent condition, 6-ft head room, fresh varnish. New: 10 hp Yanmar diesel, mast, boom, standing rigging, Zincs, compass, sails. Has VHF, depth sounder, speedo, half cover. Very clean. \$15,000. (707) 553-1861, (916) 644-1875.

25-FT NORTHSTAR 500. Sparkman Stephens racer/cruiser. Sporty looks, Atomic 4 inboard, loaded, 7 sails, KM, depth, radio, solidly built, Sausalito berth. Must see to appreciate. Incredible steal at \$7,800. Call Dan (415) 388-0990.

25-FT OLSON FOR SALE. Santa Cruz-built, 1985, never raced, set up for single-handed, 2 Harken self-tailing wrenches, also 2 #24 Lewmars, new Harken traveler, new Honda 7.5 o/b, VHF, depth sounder, shore power, Autohelm, auto battery charger, furling jib, also class sails, full batten main, spinnaker, trailer. Priced to sell at \$14,500. Call Bob (408) 996-7659.

HIGHWAY ROBBERY. Catalina 27, 1986, like new. Dodger, VHF, KN, depth, autopilot, 110, 150, all lines aft, self-tail winches. 14 hp diesel. 2 boat owner, must sell. Steal at \$19,900. (408) 267-3139.

PEARSON 26. OK, take it cheap! It's a buyers market. Excellent Bay/Delta boat, roomy cockpit, bright clean cabin, sleeps 5, 9.9 Johnson o/b w/ electric start, VHF, stove. Owner obviously anxious to sell. \$7,800 b/o. (415) 824-8514.

NEWPORT 27. "Seayah" is a Gary Mull flush-deck design (1973). Rebuilt Atomic 4 engine (70 hr.) and new exhaust system. In very good condition. Four sails, VHF, stereo, etc. Very roomy with large forward berth. \$17,500. (415) 348-0415.

PEARSON TRITON 29-FT "CYRENE". No blisters, Awlgrip, Harken traveler blocks, North sails, 2 mains w/2 reefs, 7 head sails, 2 spinnakers, 1988, 1989, 3 Danforths #12, #12, #22.5. Autohelm 1000, Loran C., ICOM VHF, wind ins, digital DS, Atomic 4. Rebuilt 1981, double lifelines, inflatable, ready for Baja or race, not a fixer. \$12,500. (415) 528-4216 (before 8 pm).

RANGER 26. Great Bay boat. Excellent condition. New 10 hp engine, compass, knotmeter, lifelines, anchor, jib, main, and storm sails. Sausalito berth. \$7,500 b/o. Call Larry (415) 833-7638.

RANGER 26. Ready to cruise. Brand new 8 hp Nissan. 5 sails including spinnaker and new 110. New electrical, instruments, compass, safety gear and more. Upwind Berkeley berth. \$8,000 b/o. Call Denver for spec sheet (415) 726-0416.

J29. Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast, unique and comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$32,000. Call Andy (415) 641-8323.

NORTHSTAR 500, 1974. Excellent condition, immaculate appearance. 25-ft sloop, race or cruise. Knotmeter, depthsounder, VHF radio. Great handling, roomy interior, fast and fun. Sparkman Stephens design. Priced at \$6,500, an excellent value. (415) 331-1962.

NEWPORT 27S. Excellent condition. 110, 150, triradial w/Bariant and Lewmars. Atomic 4 (recently rebuilt). Sleeps 4 comfortably. Enclosed Marine head and shower. Full galley with icebox. 6-ft+ headroom. VHF. \$13,500 or OWC @ 10%. (415) 676-1400 (days), (818) 963-7116 (eves).

ISLANDER 28, 1977. Great boat with lots of extras: diesel, spinnaker gear, VHF and more. \$19,500. Owner may carry. Call (415) 944-0691 (lv msg).

BRISTOL 27, 1968. Alberg designed full-keel sloop, classic dark blue topsides and pretty! 4 sails (including new North 167% Genoa) plus spinnaker. New Datamarine depth and knot. New battery, 6 hp Evinrude, full headroom, enclosed head, sleeps 4, galley. \$9,500. (415) 456-3314.

1984 ISLANDER 28. Diesel wheel, roller furling jib, many extras. \$25,000 b/o. (415) 965-1582 (eves).

CORONADO 27-FT, 1972. Good condition 15 hp 1989 Johnson o/b, sleeps 6, head, closet, icebox, fresh water system with electric water heater, stove, 120/12 bolt system w/battery charger. Must sell quick. Reduced to \$6,700. (415) 871-6841.

BEAUTIFUL WOODEN SAILING BOAT. Heavily built. Mahogany on oak. 26-ft and bow sprit. 1932 Anderson & Christofani. 1 set of sails. Needs some work. Over \$6,000 invested. Must sell desperately. \$900. (415) 826-3684 (lv msg).

CHRYSLER 26, 1978. Swing keel, standing headroom, sleeps 5, galley, enclosed head. Inboard motor controls, wheel steering. Good condition. \$8,500. Call Steve (415) 294-2654 (work), (415) 634-0150 (home).

MUST SELL CORONADO 25. 3 sets sails, all lines led aft, VHF, stereo, solar charger, Evinrude o/b, galley, head, sleeps 5. Great Bay/family boat plus much more. \$4,500 b/o will consider some terms. (415) 945-1861.

27-FT CUSTOM U.L.D.B. SLOOP. West system construction by/for pro yacht builder/designer. Fast superb sailing! 1988 and in new condition. Equipment includes 5 hp motor and dual axle trailer. Can deliver. \$16,500 (415) 332-0589.

CAPO BAY 26, 1985. Schumacher MORC (like Express) balsa-core offshore racer, single-handed Hawaii setup, Loran, autopilot, 9 sails (3 spinnakers) and stuff to go fast. See "Trades" section *Latitude 38* ad. \$45,000 replacement. \$19,999. Call Bill (415) 636-4302 (lv msg).

BAJA READY. S-2 26-ft. Diesel, aft stateroom with double bed, 6-ft+ headroom. New electronics, Benmar autopilot, dodger, speedometer-log, Avon, new o/b. Pages equipment. More living space than most 30-ft. Price includes heavy duty trailer. All Bristol travel ready. \$23,950. (415) 687-5239.

CAL 25, 1966. Good condition. Honda o/b 6 hp. Many sails, AM/FM cassette, stereo, knot, cushions, sleeps 4. Was \$6,000, reduced to \$4,500. Last chance. Must sell! Alameda berth. (415) 522-2360 (days - lv msg, after 5 pm - live).

YAMAHA 26, 1985. Excellent condition. Great pocket cruiser. Deluxe interior. Sleeps 5, 3 headsails, spinnaker, Yanmar diesel, self-tailing winches. VHF, DS, KM, Loran, AM/FM cassette, EPIRB, autopilot, barbecue, galley, head. Lines lead aft. \$22,000 b/o. (415) 688-3355 (days), (415) 966-1135 (eves).

LASER 28 BY BRUCE FARR, 1985. A great singlehander with an outstanding record. Cruise/race with 5 friends in Farr style. Beats J29's but has inboard diesel, standing headroom, a real head, North sails and options! \$27,900. (415) 972-6904.

CATALINA 27, 1974. Excellent condition. Atomic 4 inboard. Cockpit rigged, electric head w/holding tank, cockpit cushions, Jiffy reefing, 110V shore-power, range and oven, auto bilge, new ground tackle, VHF, speedo, DF. Great first boat. \$10,500. (408) 720-8309.

RANGER 26-FT. Cruiser/racer with all the gear. 5 bags of sails including spinnaker. All lines led aft for single handling. Depth sounder, knot log, compass, VHF and autopilot. Full galley. \$3,500 down, take over payments. (415) 864-2902 (days), (415) 461-7072 (eves/wkends).

26-FT PEARSON, 1979. New equipment '89-'90: mainsail, halyards, secondary winches, boom vang, all lines aft, double lifelines, autopilot, compass, AM/FM stereo, aft pulpit, ladder, and jib/sheet bags. Other equipment: spinnaker, 150% Genoa, working jib, 6 hp o/b, and more. Perfect Bay boat - first boat. Bristol condition. Sausalito berth. Owner moving up. \$9,250. (415) 435-7455.

PEARSON 26. Excellent condition, just hauled/painted (September). Fully equipped including 4 sails, Mercury 9.8, lots of extra gear. New compass, autopilot, Loran and spinnaker gear. Nice interior, sleeps 5. Beautiful quality boat. Only \$9,000. (415) 776-4221.

OLSON 25, #99. Excellent condition, faired keel & rudder, upgraded deck layout, new sails, custom tandem trailer, 4 hp motor, VHF, freshwater boat. Great weekend racer/cruiser, ready to go. Just add water and about \$17,000. Call (800) 748-1148.

"SUMMERTIME DREAM". 26-ft custom Schumacher race machine (186 PHRF). Recently won HDA-M, ready to win the midwinters for you! Trailer, 19 bags, all the right stuff. 2 boat owner, anxious. \$11,498. Call Rob (415) 331-3134.

29 TO 31 FEET

MODIFIED H-28 (30-FT). Great liveaboard/cruiser, well maintained. Teak cockpit, varnished cabin. Recent haulout. Excellent condition! \$19,500. (415) 849-1766.

CORONADO 30, 1974. Palmer 4-cyl gas engine, 2 jib sails, dodger, compass, alcohol stove, VHF radio, sleeps 6, well maintained, ample headroom, good Bay and Delta boat. \$16,000. (415) 763-9960.

NEWPORT 30. Diesel - dodger (5 spin.). Loaded. \$21,500. (415) 883-5769.

PEARSON 30. Balanced, immaculate, fast and dry. SF Bay or ocean boat, lots of extras. Atomic 4, ready to cruise, compass, VHF, KN, WS, DS, 3 anchors, new bottom, cockpit cover, full length cockpit cushions. \$20,000. (415) 276-3553.

ERICSON 30, 1968. Diesel engine, VHF, DS, Loran and more. 2-burner alcohol stove with oven, 6-ft+ headroom. Sleeps 6, great liveaboard. Slip in Santa Cruz. Harbor available for 1 year. \$26,500. (408) 475-1222.

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KNOCK ON WOOD! A real boat, beautiful Herreshoff yacht, modified H28 (30-ft), Mex/HA veteran and ready to go again. Recent refit, new decks/cockpit. Yanmar diesel. Moving up. \$24,000. (408) 423-5623, (408) 475-4468.

CATALINA 30, 1980. Fresh-water cooled diesel, VHF, HC press. water, KM, DM, AWS, AWD, microwave, cockpit cushions, 2 anchors, all extras go with boat. Priced to sell fast - my payoff! Call Adam (408) 993-1989 (lv msg).

OLSON 29. X TA C. Built Jan. 1986 at Pacific Boatworks, 13 sails, fast, fun, responsive, original owner, hull #8. \$35,000. Call (707) 643-3590.

CAL 30. Classic 1967 full keel, well-balanced sloop. Great Bay boat with spinnaker, galley, enclosed head, Atomic 4, S/S tanks, DS, VHF, KM, etc. Sleeps 6. 1989 survey shows excellent condition. See at Emery Cove Marina - Berth B-58. \$19,500. (415) 420-1446.

RANGER 29, 1971. Hull # 4, beautiful condition. Better than new, LPU paint, rebuilt engine, 8 bags sails, cruise or race. Very motivated seller. Located S.F. berth. Loran, cassette tape, depth, new rigging. \$18,000 b/o. (415) 941-3705.

CAL 30. Fine condition, main with 4 sails and spinnaker, new bottom paint, Atomic 4 new 1988, VHF fathometer, Autohelm. Berthed Martinez Marina. Must sell. (415) 935-8262.

30-FT ISLANDER BAHAMA 1979. Pressurized water system, head and galley, sleeps 5, wheel steering, 3 sails, DS, KM, VHF, stereo, Volvo diesel, safety gear, cockpit cushions. Great family cruiser/racer. \$22,000. (408) 842-3319.

CATALINA 30, 1982. Sloop rig, 6 sails includes spinnaker, Loran navigation, Autohelm, depth, speedo, windspeed, windpoint, RDF, VHF radio. HC pressurized water, shower, diesel power, full cockpit cushions. Beautifully maintained. Berthed in Richmond. \$32,950. (707) 545-9011 (days), (707) 523-4121 (eves).

BODEGA 30 FULL KEEL CRUISING SLOOP. 3 sails, jiffy reefing, Barients. Volvo 2 cylinder diesel, shipmate stove/oven, heater, VHF, depth sounder, knotmeter, stereo, bronze opening ports, no-slip decks. Make offer, I might take it. (415) 344-3495 (eves).

ERICSON 30+, 1982. Excellent condition, wheel steering, diesel, 80% and 100 % jibs, whisker pole. Hauled 4/90, new running rigging, lines lead aft, 4 Barient ST winches, HC pressure water, VHF, digital DS, KL, KM, stereo, CNG stove/oven. \$36,500. (415) 381-5387.

PACIFIC SEACRAFT MARIAH 31 Cutter, 1979. Excellent condition, Yanmar dsl, all new in 1988, new sails, Harken roller furling jib, full batten main, Lewmar 43 S.T., SL windlass epoxy bottom, HC pressure. Autohelm 2000, many extras. \$57,000. Call (415) 467-1263.

YANKEE 30 III, 1973. Very good condition, recent sails main, Mylar 145 and 162, #1. Many spinnakers. Tall tapered mast with hydraulic backstay, dual spinnaker halyards, 8 winches, new Harken split drum dual track, converts to racing foil, furling with new 140 C-cut cruising jenny, quickvang, Atomic 4 completely opened and check out and painted 9/90, new aluminum fuel tank and gauge, new bottom paint 8/90. Race winner. Located Marina del Rey. \$22,000. (213) 301-2188.

CAL 2-29, 1974. Sails beautifully, new diesel, 18 hp, Volvo twin cylinder, wheel, pedestal, compass, heavy rigging, lifelines, pressure water, gimbaled stove, head, shower, RDF, VHF, 2 anchors, extras. Illness forces price reduction for quick sale. \$16,500. (805) 773-3242.

BENETEAU 305, 1986. Fast comfortable racer/cruiser. Good sail inventory, oversize winches, auto, Loran, etc. Well maintained. \$44,500. Call (415) 488-0579.

J29 J29 J29. I don't have time to sail it so you should. High performance sailboat. Race ready. Excellent condition. Many bags sails plus other extras, full berths, o/b motor. The best J29 deal on the Bay. Under \$25,000. Assume loan, no money down. (415) 328-2408.

NEWPORT 30 II-T, 1979. Diesel, tiller, autopilot, Loran, 3 headsails plus spinnaker and much, much more. Cruise the Delta, race the Bay, pack those bags and sail away for \$28,500. Call (707) 745-0615.

30-FT IRWIN CITATION, 1979. Beautiful, fully equipped, family cruiser. Wheel, diesel, roller furling, jiffy reefing, lines aft. VHF, Loran, KM, DS, Wind S&D, stereo. Full galley, head/shower, pressure HC water, beautiful interior, sleeps 6, excellent condition. \$22,000 b/o. Call (415) 524-9036.

RAWSON 30. Roomy F/G sloop, full keel cruiser. KL, VHF, DS, AP, WV, boom brake, dinghy. Much more. \$20,000 b/o. Trade for trailerable. (415) 439-5396 (eves).

OLSON 30, "Code Blue", Hull #172. BMW factory inboard, original owner, Signet 1000 and 2000, Harken roller, full bat main, VHF, stereo, quickvang, mast step reinforced, 2 spinnakers, immaculate. \$21,000. (415) 851-7065.

ISLANDER 30 MK II. We did not have an ad in last month. We thought we had the "Thistle" sold. Qualify before you buy! See our ad in September issue. Will deliver \$17,000. (805) 528-7332. Will trade up.

CAL 2-29, 1975. Diesel, wheel, 4 sails, 2 anchors, roller furling jib, VHF, DS, ADF, Loran, EPIRB, refrigeration, pressure water, stove, dodger, microwave, new bottom paint, much equipment. Bargain price for quick sale. \$15,900 firm. Call (916) 756-1264.

TARTAN 30, 1974. Must see to appreciate. Many extras! \$17,000 b/o. Tod Detro (415) 948-9722 or (415) 967-6301.

YANKEE 30 II 1972. 110, 150, 165 spin rig (no chute). Wind instruments, spray curtains, new DS VHF, Atomic 4, Vallejo berth. If interested act soon, will move if not sold by 12/15/90. \$17,500. (707) 644-0618 (eves).

ETCHELLS 22, #275 w/galvanized tandem trailer and full blue cover, race rigged and ready with extra sails. White hull, pale gray deck, Allspair mast, Harken blocks. \$9,800. Call Billy (415) 441-0380.

32 TO 39 FEET

38-FT GILLMER CUTTER. One owner, built Barcelona, Spain, 1972. Finest material, mahogany strip planked on laminated framing, diesel, VHF, DS, AP. Steering vane, full roller furling jibs and twins, storm sails. Complete cruising inventory list available. Beautiful condition. \$65,000. (415) 454-9285.

32-FT BAYFIELD, 1980. Documented, FK, rebuilt diesel, wheel, depth, speed, log, WS, VHF, SatNav, Loran, Radar, desalinator, autopilot, windlass, wind/trolling generator, solar elect, Monitor windvane, dinghy w/o/b, EPIRB, life raft, 5 bags sails, 4 anchors. \$55,000. Box 2154, Stockton, CA 95201.

SANTANA 35, 1982. Popular One Design racer/cruiser. Race ready w/new Mylar 150, 2 mains, 3 chutes, Loran, VHF, stereo, Signet 1000/2000. Large cockpit, berths 8 for cruising. \$46,500 b/o. (408) 244-1700, x3135 (days).

CAL 3-34, 1977. Do Mexico NOW. Loaded, cruise ready: roller furl, Loran, Autohelm vane, Autohelm 4000 AP, full battened main, custom interior, 8-ft dinghy, mega-stereo, Sunshade, all the goodies. \$34,900 - want SC-27 or similar as part trade. (714) 492-1010.

32-FT HARSTAD MOTOR SAILER KETCH. Diesel, heavy fiberglass construction. Will haul and have survey. 3 radios and many extras. Good ocean boat. Documented coasting trader. Ready to sail and liveaboard. \$38,000. (707) 427-2248.

UNFINISHED NICOL CAVALIER 36-ft x 25-ft needs glass work on decks and cabin, all items necessary for completion: sails, winches, outboard, etc. First class gear and hardware. Reasonable offers only. (213) 426-4356 (after 6 pm), (213) 436-8444.

ISLANDER 36, 1974. Spinnaker, Signets, Loran, diesel, Aries vane, clean boat priced way below market, but I'm in a jam. \$33,000 firm. Call (805) 927-3690 (lv msg).

37-FT ALDEN COASTWISE CRUISER. Cedar over oak, cutter rig. Design #675 is described on p. 236 in *John G. Alden and His Yacht Designs*. 1953 transpac vet. South Seas vet. Eligible for Master Mariner. Must see to appreciate. Owner moving to Florida. Port of Redwood City berth. \$34,900. Call (408) 338-9402.

RUSTLER 32. "Ventura" English built, 1968. Offshore veteran, unique original equipment plus lots of cruising gear and spares. Move forces this sale. Serious inquiries only. \$35,000 b/o. (415) 276-3522.

34-FT PETERSON. Loran C, Autohelm, wheel, refrigeration, CNG, furling, '89 main, '87 KM Genoa, bottom 12/89. Ready to race or cruise. 2 boat owner eager to sell. (619) 298-6771.

39-FT CAL 1978. Hood roller furling with 2 Head sails, 6 Barients, all self-tailing. Loran, VHF, DS, WS, WP, knotmeter, HC pressure water. Stereo, CNG stove/oven, cold plate, Lectra/San Groco head and much more. \$63,500 b/o. Call Richard (415) 846-5775, (209) 982-1622.

38-FT FARALLONE CLIPPER. Moving, must sell. Master Mariner, documented vessel, recent survey. \$28,000. Ask for specs and photos. (916) 967-7289.

MEXICO-HAWAII VETERAN (1988-90). "Sunny Feelings", a custom built Kodiak 33 steel cutter. Center cockpit, wheelhouse, 20 hp diesel, SatNav, watermaker, electric windlass, CQR anchors, full electronics, VHF radio, oak interior. Very seaworthy, references available. \$110,000. Cdn. Victoria B.C. Canada. (604) 383-2817.

HUNTER 34, 1984. Loaded with cruising options, just returned 4 year cruise, new bottom, ready to go again. Custom interior, auto pilot, Alder-Barbour, dodger, Loran, windlass, solar panels, TV. Too much to list. \$47,000. (209) 297-8753.

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PROJECT BOAT, all or any part. Owners moving. 34-ft Motorsailer, out of water. Transom, frames, deck need work, Pisces (Isuzu) 60 diesel (installed), approx. 200 hrs. Reworked mast w/ new s/s rigging (not installed). \$8,000 inclusive. Parts negotiable separately. Call (415) 332-2420 (lv msg).

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Hornet pack inst./ ICOM VHF/Loran/elec windlass/3 anchors/AP/ holdover ref/4/90 haul/bottom. SSF liveaboard. Must see. \$86,000. (415) 857-2429 (days), (415) 952-6651 (eves).

32-FT WM. ATKINS "ERIC", 1978. Wooden hull, teak, Volvo MD3B, 1040 hrs, Loran, VHF, RDF, AM/FM stereo, Shipmate propane stove, Dickenson wood fireplace, new dodger, new bottom paint, 3 anchors w/chain. \$38,000. Call (415) 726-6419.

ERICSON 34, 1989. Must sell, Bristol, Lawrence Simpson windlass, 2 sets ground tackle, Harken roller furling, KM, DS, stereo, refrig., press. water, diesel htr. Great liveaboard. \$7,000 and take over payments. Call (415) 642-2141 (days), or (415) 769-9227 (eves).

ALDEN 33-FT diesel aux. Pinkey ketch. Plan #856. Professionally built 1948. Completely restored. Harken furling, new standing/running rigging, North full batten main, miz., 2 Genoas, miz. staysail, spinnaker, Radar, Loran, depth/knot meters, radio. \$46,000. (415) 521-9268.

CATALINA 36, 1986. Excellent condition. VHF/ depth/knot/compass on-pods/stereo, HC water, anodized mast, self-tailing winches, Loran, dodger, furling jib, Loran, CNG stove, refrig., custom interior, teak floors. \$64,000. Call Chris/Bill (415) 769-9261 (Alameda).

SALE OR SHARE. 33-ft Range Amx sloop. 9-ft beam, 5-ft draft, 30 hp Atomic 4. Barient winches, full sail complement incl. spinnaker. Full electronics. Surveyed 1989. Many extras. \$25,000. (408) 749-4763 (days), (408) 446-5742 (eves).

FANTASIA-35. Cruise ready. Center cockpit, davits w/dinghy, Pisces-40. Call for spec sheets. Absolutely no brokers. \$65,000. (707) 762-7190.

TAYANA 37 MKI, 1977. Moving on land (ugh!), must sell her. VHF, RDF, compass, depth, Perkins 4-108. Just hauled and painted. She's a wonderful boat. \$75,000. Kirk (415) 657-9821, (415) 475-7377.

NEW 32-FT DREADNOUGHT "TAHITI KETCH" hull with ballast. Flush deck with interior roughed in. New 22 hp Saab diesel engine with variable pitch propeller and shaft installed. New diesel Dickinson stove. More extras. \$12,000 b/o. (805) 772-2473 (days), (805) 995-2364 (eves).

TARTAN 37, 1982. Sparkman & Stephens design. Fast, solid, bluewater cruiser, liveaboard. Documented, Mexico veteran, Westerbeke 50, roller furling jib, dodger with solar panel, refrigeration, HC pressure water, anchor windlass, shore power and telephone. \$71,000. (415) 399-1204.

BALTIC 35, 1986. Great aft cabin, race or cruise. Harken RF (135%), 90, 95, 150 jibs. 1.5 chute & gear. CNG, pressurized HC water w/shower, stereo, Loran, battery charger & telephone. 10 winches (7ST), teak cockpit. \$150,000. No brokers please. (415) 927-3514.

SANTANA 35, 1980. Prime west S.F. 40-ft Marina Blvd. berth. Race or cruise this A-1 condition boat with new engine, rudder, keel, mast, boom, sails and many extras. This very active class boat "Dream Machine" is a YRA Bay, ocean and national champion. See and sail to appreciate. \$48,000. Call John Aitken (415) 366-9211.

PACIFIC 38-FT N.Z. CUSTOM SLOOP. A bluewater performer. Pacific veteran. Fully equipped. Lots of extras. SatNav, Radar, watermaker, autopilot, windvane, 2 dinghies, 5 radios and more. A good price at \$79,500. (415) 355-1003.

34-FT CAL MARK II, 1976. Fully equipped, wheel steering, 22 hrs on rebuilt 40 hp diesel, new epoxy bottom, sleeps 6, excellent condition. Ready to cruise or liveaboard. \$33,000 b/o. (415) 383-2117 or (415) 381-6424.

ISLANDER 36. Winner at '89 Oakland-Catalina race (see *Latitude* Aug. '89). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger and many extras. Perkins diesel and complete epoxy bottom job. \$52,950. (916) 652-6386.

32-FT COLUMBIA 9.6 SLOOP. Sleeps 6, 6-ft headroom, teak interior, double-reef main. Jibs: 110, 130, 150. Diesel, VHF, compass, depth sounder, pressure water, electric/manual bilge pumps, shore power, full galley. New epoxy bottom. Moved. \$25,000. Urgent! Call (916) 823-0190.

CHINESE JUNK 35-ft Hosang Hong Kong built 1962 teak 12-ft beam. Draws 4'6". BMC diesel great liveaboard and sail. Location: L-dock, San Leandro Marina. \$18,000. (415) 449-4764.

CATALINA 36, 1983. Excellent liveaboard. New epoxy and bottom paint, new interior cushions, lights, batteries, head. Larsen main, 110, 1.5 oz spinnaker. Signet digital knotmeter/depthsounder, VHF, stereo, batt. chr., RDF, good ground tackle. Must sell. No brokers. \$45,000. (415) 381-6732.

ARIES 32, 1975. Heavy weather cruiser. Brand new Perkins diesel, new Hood Stoboom still in carton, new gelcell battery, new 3-step Ample Power charger, new head, new water system, all-teak interior, recent survey, possible financing. \$31,000. (415) 332-2468.

ISLANDER 36. Diesel, full electronics, many racing extras, proven winner, complete cruising gear, new full batten main, Harken roller furler, bottom blisters fixed and new paint. 1/90 appraisal at \$46,000. Asking \$39,000. Will finance. (415) 479-4983, (415) 435-1797.

35-FT SLOOP WITH SAILS AND COVERS. This size Coronado is most efficient design. Maximum comfortable living space. Sleeps 6..Queen berth aft. Double V berth forward. Bunks in main salon. Ample storage. -Hanging lockers. Dinette, gimbaled stove/oven, AC/DC refrigerator, head/shower, 22 hp Albin diesel, electronics, center cockpit, cushions, dodger, wheel steering, clubjib (can single hand). Sound and seaworthy. Great boat - low price \$32,000. (Qualifies as 2nd home for tax purposes.). Call (707) 226-3017, (707) 226-2663 (Napa).

HUNTER 34, 1983. Brand new Interior. Fast cruiser w/3 cabin configuration. Excellent liveaboard, easy singlehander. Rolling furling headsail and powerful full batten main, both like new. 25 hp Westerbeke, low hours. \$45,000. (415) 331-5611.

TAYANA 37 ready to cruise/liveaboard, excellent condition, SatNav, hot water, refer, dink, windlass, teak interior, etc. Lots new. \$89,000. (415) 331-5916.

CATALINA 38, 1984. Excellent condition, 4 head sails, dodger, Loran, Adler-Barbour fridge, propane 2 burner stove/oven, 2 anchors w/chain/rode, VHF, WS, DF, diesel engine, lots of extras. Excellent slip w/lease on Pier 39 available. \$49,000 b/o. (916) 531-7850, (916) 269-1215.

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32-FT WOODEN MODIFIED CUTTER. Well built, solid, needs some work. Auxiliary diesel, double ended. Full keel, cedar planks on oak frames, custom made by Seaboard Co. Owner moving. \$14,000. (707) 887-1266.

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CLASSIC GAFF KETCH MOTORSAILER, 1949. 34 LWL, 36 LOD, 42 LOA. San Francisco berth, 4 cyl Lehman diesel, batt. chr., VHF, wood stove, kerosene stove, 110/12v refrig, fir on oak, refastened recaulked '88. Ready to sail/liveaboard. \$12,000. Call (916) 873-4387.

ARIES 32. 1980 original owner, 4 headsails, depth sounder, full keel, Westerbeke diesel, dodger, heater, Shipmate propane stove/oven, 6'8" pram. \$32,500. (415) 583-4913.

36-FT COLUMBIA SLOOP. Excellent condition, Albin diesel, fresh water cooled, battery charger, refrigeration, roller furling jib and main, Autohelm, propane stove/oven/water heater, Espar cabin heater, custom davits/wood dinghy. Very roomy cruiser or live aboard. \$39,000. (415) 454-7586.

35-FT HALBERG RASSEY 1973 cruising yacht. Well known European quality, tri cabin, Volvo diesel. \$39,500. Call Jui Cruising Consultants (415) 534-4317.

"SPIRIT" 33-FT SPARKMAN STEPHENS flush deck sloop. 1960, mahogany/oak/bronze. Beautifully maintained. Good electronics, excellent sail inventory, awlgrip decks and topsides, Yanmar diesel, international racing and cruising history. (415) 925-2545.

ERICSON 39. Full race sloop and luxury live aboard. Radar, SatNav, Loran, all electronics, microwave, you name it. Everything for the serious sailor. A true world cruiser. (415) 244-9771.

37-FT MONK DESIGN custom-built ketch, documented, veteran cruising boat, has cruised Mexico and South Pacific, Perkins diesel, self-steering, Tillermaster autopilot, sailing dinghy, berthed in Redwood City. \$43,000. Call (415) 361-8186 (after 5 pm).

CUSTOM 35-FT, 1979. Fast, strong fractional rig (new 1990). Single/double handed Bay or long distance (load the gear for Mexico this year!) WP, WS, knot, depth, VHF, solar, open transom, balsa core. First time listed. \$35,000. (619) 436-3870 (will deliver).

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ERICSON 35. Military assignment forces sale of a great boat. She is ideal for Bay sailing. Call for a list of equipment. Price is very negotiable and reasonable. Call Glenn (415) 561-3695 (work), (415) 474-7759 (home).

40 TO 50 FEET

SWAN 41, 1976, SS DESIGN. Harken furling, Signet instruments, extensive electronics, many custom extras for liveaboard and cruising. Professionally maintained. \$150,000. Call (415) 769-0878.

45-FT CUSTOM MASON KETCH. Steel hull, round bilge, built Holland 1962. Teak decks, midship galley, propane stove, microwave, Dickenson cabin heater, GM 3-53, 250 gal fuel, 300 gal water, 6 kw generator. SatNav, Loran, Radar, autopilot, 66 lb Bruce. \$86,500. (619) 420-4697.

41-FT CUSTOM MOTORSAILER, 1978. Strong 4 layer diagonal strip construction. Tri cabin layout, dual steering stations, Ford Lehman 80 hp diesel, 7.5 KW Onan, FG dinghy, life raft, elec. windlass. Only \$62,000. (805) 644-9665.

COLUMBIA 45, 1971 KETCH. The best Columbia 45 there is. Serial # .003. Excellent liveaboard, show quality. Custom teak and mahogany interior, inside steering, 50 hp Perkins diesel genset., Radar, Loran, AP electric heat, air cond., refrigeration. Tile countertops and shower, built-in microwave. Full dodger, Imron paint, new Hood sails, furler. Big self-tailing winches, elec. windlass, Lazy Jacks and lots more. Boat located in Oakland. \$110,000. (415) 535-2134.

45-FT CLASSIC SAILBOAT. 1936 New York 32 "Ragamuffin". Big, fast, good liveaboard w/slip. Must see to appreciate. \$35,000, will take 25'-30' motorhome in trade. Box 84478, San Diego, CA 92138. Call Tom (619) 291-9980.

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ROBERTS 43 AIREX cored hull with no deck. Has masts for ketch rig, diesel engine, Edson steering and many more parts to finish the boat. \$20,000. Call for list of equipment. Call (408) 685-9735.

42-FT 1959 COLIN ARCHER TYPE, gaff rigged schooner, double-ender, teak bottom on oak frames, Detroit diesel, classic mahogany, teak and oak interior, lots of detail, excellent cruise/liveaboard. Many extras. \$38,000. Call (707) 874-2859.

CHEOY LEE OFFSHORE 41-FT, 1979. Modern cruising ketch, fast, beautiful. Thoroughly outfitted, meticulously maintained: diesel, Radar, Loran, autopilot, furling, Datamarine instruments, Technautics refrigeration, stereo, fireplace. Large owner's cabin, spacious salon. Quality craftsmanship. Liveaboard equipped. Motivated. \$79,000. (415) 368-2806, (707) 485-5564.

TASWELL 43, 1987. Magnificent cruiser and performance yacht in "like new" condition. VHF, Loran, ref., stereo, etc. Sacrifice sale. Serious inquiries call owner at (415) 941-4701.

43-FT HANS CHRISTIAN CHRISTINA. Exquisite 1986 sloop, moored in fresh water since new. Has all amenities for gracious living aboard and cruising in comfort and safety. \$169,500. Call (206) 867-2715, (206) 828-3648.

MOVING SALE. 1953 44-ft custom built single-handed racer. Only one of its kind. Cutter rigged, cold molded hull, fiberglass skin, forward and aft cabin, galley, microwave, alco stove, and space. Head pump style with septic system, 6 self-tailing winches, 4 sails, Perkin 108 rebuilt, 110 gal fuel, 100 gal water, lots of gear. Slipped in Berkeley, good liveaboard. \$20,000, also will trade. No reasonable offer refused. (209) 229-4058, (209) 855-2871.

42-FT WHITBY, 1983. If you're ready to cruise, she's lying Caribbean and instantly available in world's best cruising grounds. Quality vessel, well equipped. \$99,900. Call Jill (415) 534-4317. Other yachts also available.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno Radar and Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture and specs. \$185,000. (408) 371-0180.

SWAN 41 1976 S/S DESIGN. Harken roller furling, Head sail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot w/remote, CD and cassette player, Alder-Barbour refrigeration, HC pressured water, double bunk aft stateroom, custom woodworking and various other modifications throughout. \$150,000. (415) 769-0878.

DELRAY 50, 45' x 12' x 6'3" factory made F.G. hull with 12,500# lead ballast and deck. \$16,000. Inexpensive storage/working area. Detroit diesel 3-53 with 2:1 reduction gear. \$3,000. Wilcox head \$150. All for \$18,000. (415) 932-4339.

TAYANA 42, 1982. Exceptional condition, center cockpit, cutter rigged, new Awlgrip topsides. Recent haulout. Air conditioning, refrigerator/freezer, SSB, SatNav, etc. Best combination cruiser/liveaboard afloat. \$139,000 b/o. (415) 389-9531.

CORONADO 41-FT, 1972. Former show model. Great sailing, excellent liveaboard. Teak interior, large galley and stateroom, full V-berth, head, and walk-in closet. Equipped with Perkins 50 hp diesel, Radar, tabernacle mast, dodger, and much more. Owner sold. \$54,000. (415) 588-7723 (eves).

41-FT MORGAN SLOOP, 1973. Radar, AP, VHF, dodger and Bimini, refrig/freezer, dinghy and davits, Navico elec., rebuilt 85 hp Perkins, many extras. \$70,000. (707) 226-8155.

42-FT WESTSAIL CUTTER. Incl. desirable berth in S.F. - St. Francis Y.C. Marina. Solid & quick, this beautifully maintained classic cruising design is perfect for Bay or bluewater cruising and liveaboard. She is as comfortable at dock as she is at sea w/85 hp dsl, Loran, ST winches, roller furl hds, AC inverter, hot pressure water, spacious galley w/microwave, exter. teak trim/inter. teak & holly, & much more. Only \$119,000. You must see her to appreciate her. (415) 969-8890 (days), (415) 493-6506 (eves).

NEWPORT 41-S, 1979, hauled May '90. Brickyard Cove slip. Diesel, jib, spinnaker, Genoa, rod rigging, recent survey, speedo, VHF, RDF. Sound but needs TLC. \$45,000. Art (916) 988-0214.

FREEPORT 41. Move up to luxury, new 70 hp diesel, 190 gal fuel, 190 water, autopilot, life raft, self-tailing winches, Radar, Loran, SatNav, 2 VHF's, DS, KM, wind instr., compass, 45# CQR w/300-ft chain, 35# CQR w/300-ft rode, electric windlass, 3 bilge pumps, automatic fire extinguisher, 2 160A batteries, 120A 12V power supply, AC/DC fridge, mast head lights on both masts, 12V DC fluorescent lighting, spot light, electric head, propane 3 burner stove with oven, electric or eng. hot water shower, 3.5 KW diesel generator, plus more. \$77,000. (408) 252-7391.

40! STEEL KETCH 87. Most comfortable cruiser/liveaboard afloat. Just returned 2 1/2 years Mexico-Hawaii and ready to go again. Center cockpit, beautiful mahogany interior, 3 cabins, 2 heads, all cruising equipment including sailing dinghy. \$97,000. (707) 987-0225.

40-FT VALIANT, 1979. Excellent, loaded, Magnavox SatNav w/interface, Trimble Loran, Ratheon Radar, Alden weatherfax, SSB Alpha/AP, electric windlass, Westerbeke 4108, spinnaker, engine driven coldplate and 110 AC refrigeration. Mexico, Caribbean and Hawaii vet. Ready to go again! \$110,000. (415) 339-1088.

48-FT SPARKMAN STEPHENS/HUGHES-built center cockpit yawl, 1972. Liveaboard/cruise, FG, 75 hp Mercedes Benz, new awlgrip, new haulout, sleeps 7, 3 cabins, 2 heads, 1 shower, Espar, Adler-Barbour, life raft, lots gear. \$99,500. (415) 332-7543.

OLSON 40, loaded. \$85,000 firm. (206) 339-2554.

YANKEE CLIPPER 48LOA, 41LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours. Loran autopilot with vane, remote. 12V refrigerator, planing dinghy w/o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. \$69,000. (415) 398-8170, (415) 861-6519.

ISLANDERFREEPORT 41, 1981. Commissioned in 1984. Pathfinder 85 hp diesel, Radar, Loran, 2 heads/showers, full galley, large salon, teak interior, dinghy on davits, autopilot, dodger, etc. Perfect liveaboard in excellent condition. \$92,500. (415) 347-0990.

40-FT MOTIVA STEEL KETCH, 1981. Danish motorsailer sailed from Denmark to San Francisco by owner for sail. Equipment: 120 hp diesel, autopilot, 2 steering stations, dinghy, refrigerator, stove, loaded with navigational electronics. Very suitable for living on board. \$80,000. Call (408) 338-9733.

44-FT RHODES SLOOP "Tobermory", heavy weather Cadillac, traditional class beauty C.B. sloop. Rebuilt 1985. Wood well-maintained, raised flush deck very roomy liveaboard cruiser. Fully equipped and cruise ready. Best offer. (415) 474-1782.

CT-41 PILOTHOUSE MOTORSAILER, 70 hp diesel, 1200 mile range, 7 bags of sails, Radar, VHF, Sounder, Hailer. Black fiberglass hull with varnished teak cabins and teak decks. A perfect 10! Must sell this month \$69,000 b/o. Call (415) 369-6746 (days).

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31-FT HERRESHOFF KETCH (34 LOA), 1966. Double planked bonded cold molded mahogany over sawed oak. Professionally built. Show winner in top condition. Sleeps 4, diesel, 9 bags, fireplace, extensive cruising inventory and spares. Will trade. \$29,950 b/o. (619) 287-9066 (eves).

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35-FT MARCONI SLOOP. Built 1941, ready to race Master Mariners. Nearly new sails, rigging and very pretty and ready to cruise. 33-ft, 25 hp diesel, 100 gal water, 100 gal fuel, SatNav, depth/knotmeter. Trades considered. (916) 777-6784.

AL MASON DESIGN east coast built in 1968. Cedar on oak, gaff ketch. Still in excellent condition and very pretty and ready to cruise. 33-ft, 25 hp diesel, 100 gal water, 100 gal fuel, SatNav, depth/knotmeter. Trades considered. (916) 777-6784.

50-FT OF CLASSIC RHODES YAWL can be y'all's. Strong, fast, lovely, in excellent condition. Looking for new owner, or one or two co-conspirators. Yes, Virginia, money can buy experience and class. (707) 823-9059.

CHEOY LEE FRISCO FLYER, 26-FT. Teak 1958, diesel, VHF, stereo, depth sounder, compass, CQR w/chain, Danforth, propane stove, good shape. 5 yr owner bought older larger wooden boat. \$7,000 b/o. (415) 377-0875.

THIRTY SQUARE METER 43-FT varnished mahogany sloop by Knud Reimers, built '39 rebuilt '79, exceptionally fast, very easy to handle, extreme lines and lightweight, good condition, excellent sails, suited for daysailing, racing and show, not a liveaboard. \$12,500. (415) 348-1170 (eves).

44-FT LUDERS YAWL, 1941. Former Naval Academy training vessel. Master Mariner's classic. Mahogany/fir over oak frames. Volvo MD-11 diesel. Refastened 1985, partially restored. \$25,000. Call (415) 582-0499, (415) 865-5209 (lv msg).

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35-FT PIVER LOADSTAR. Three boats for the price of one! Beautiful, completely refurbished in 1989. Call now \$20,000. Call Bill (415) 235-8164.

SEARUNNER 37. Volvo diesel, SatNav, solar panels, wind and water gen, watermaker, etc. \$35,000. (415) 935-0898.

40-FT SEARUNNER TRIMARAN. Under construction. Mast, rigging, diesel engine, sails, portlights and hatches, steering system, stove, construction plans and materials, and much more. \$25,000. Call Gene (408) 263-7633.

37-FT SEARUNNER TRIMARAN. Radar, SSB, Ham, Loran, solar, diesel, AP, new sails, press. H₂O, fridge, 3-burner w/oven, microwave, inflatable w/2 o/b, 7 page list. Not a project! \$52,000. (415) 933-0950, POB 5052, Walnut Creek, CA 94956.

27-FT RACING TRIMARAN, "Frog Force" professionally built in 1990. Trailerable, wing mast, Mylar sails, 3 berths, outboard engine, very fast. \$28,000. (415) 331-3215.

CROSS 28-FT TRIMARAN. Spry lady needs caring owner. Lots of work done, needs more. Great Bay boat, 10 hp o/b, 4 sails, VHF, DS, inflat., head, sleeps 4 friends. \$6,000. (408) 241-5127 (eves).

CRUISE NOW! This very nice 31-ft Searunner trimaran is waiting for you in La Paz. A proven ocean cruiser. Equipped with VHF, solar power, sailing dinghy, new Datamarine digital depth, speed, temp and log. Draws 30" with board up, 6.5-ft with board down. This boat really sails. Or park it on the beach for a picnic. Round trip airfare to La Paz deductible from purchase price. \$25,000. (415) 865-3510.

SEARUNNER 31-FT open wing South Pac vet, documented, partial financing possible. Must sell. Sacrifice \$16,500 b/o. Consider part trade for newer truck. Call (415) 459-8433 (lv msg), (415) 892-2494 (eves).

36-FT PIVER LOADSTAR tri w/cross update. Like new condition. Must be seen to appreciate. Ready for Baja and beyond. All offers/trades considered. Call or FAX for details. Call (415) 366-2938, FAX (415) 367-6095.

34-FT CATAMARAN. Rudy Choy design, day sailer, no cabin. 30 hp o/b, 2 sails, needs painting and minor work. \$3,000. 26-ft alum. mast, boom, S.S. rigging and sails for small day sailer. \$500. (415) 932-4339.

32-FT TRIMARAN, PIVER AA CUTTER RIG. New Sutter sails and standing rigging. Autohelm, solar panel, cross keel, new rudder, Avon, Evinrude, Barient's, cruise equipped. Mexico vet. \$15,000, trade for land, or partnership. Call (415) 365-9564.

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1987 BAYLINER 2550 "Cierra Sunbridge". 25-ft, 9'6" beam, recent survey, like new, only 200 hours on its 360 Cobra engine. Galley, full head, sleeps 6. Great deal, must see. \$28,000. Call (415) 854-2388.

37-FT HOUSEBOAT FOR SALE. Steel pontoons, 4 cyl engine, Honda generator, microwave, HC water, shower, shore power, water hook up, refrigerator, (110 and propane), VHF radio, 140 gallons water (2 tanks), 40 gallon gas tank, 1988 all new window covering, (wood blinds). New 70% sun canvas in front of boat, 1989 new water heater, 1989 new water tank, had special cabinets made in bathroom and bedroom, 1990 6 coats of roof application (snow roof), 1990 outside of boat painted, dual batteries in 1989. If there is any doubt about the equipment, we replace it new. This houseboat was always cared for. We feel this is the best pontoon houseboat on the market. The price is very fair and will sell fast. \$25,500. Call Bob (408) 996-7659.

1967 29-FT CHRIS-CRAFT mahogany ply hull with mahogany trim, head, galley, fridge, hot water, cheap liveaboard in beautiful location, good project boat, needs engine work, now at Pier 39. \$1,595 b/o. Must sell by late November. (415) 989-9439.

1959 17-FT CABIN CRUISER. Solid teak hull/deck/cabin. Made in Hong Kong. Volvo Penta inboard, cover, awning, no rot. Complete, but basket case. Needs full restoration. Includes trailer. \$950. Dan (415) 237-2148 (after 5 pm).

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MORGAN 38 PARTNERSHIP. Turnkey operation. 1/5 interest available. Fully equipped for Bay/ocean cruising. Experience required. Berth at Sausalito Y.H. Seldom used. \$1,200 down, \$400 monthly - all inclusive. Jack (415) 232-6107.

COLUMBIA 26. Gas House Cove, 1/3 share. 2 shares available, remaining partner never uses boat. \$2,500. (415) 922-1124.

SEEKING RESPONSIBLE INDIVIDUAL to share expenses for 30-ft O'Day sloop moored in San Rafael. Monthly cost of \$175 plus maintenance costs. Please call Dan (415) 266-1094, (415) 454-4847 or Chris (415) 726-1089.

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CHEOY LEE OFFSHORE 27, 1970. Teak cabin and deck, new sails, and rigging. VHF, depth sounder, 2 speed Barient's, Volvo diesel, well maintained. Lovely boat. Half share \$7,000 b/o. Using rarely, can't bear to sell it. Call Jeana (707) 763-2275.

MASON 37. Traditional cutter Imported by Hans Christian. 1/3 time share. Radar, Loran, Autohelm 7000, depth, speed, HC water, color TV, microwave, spacious master stateroom. \$340/month including maintenance slip, insurance, everything. Experience, references and deposit required. (415) 969-3069.

MORGAN 38 PARTNERSHIP. One week per month available. San Francisco Pier 39 location. Sloop rig with diesel auxiliary. Excellent condition. Fully equipped for Bay or ocean cruising. Experienced sailors. \$250/month includes all maintenance. Security deposit required. (415) 328-2408.

CAL 31. Good Bay sailing sloop. Opening avail. in 5 person group. Exp. sailor or willing to learn nec. No entry cost. Alameda berth. \$175/month. For a trial sail and comp. beer call Mike or Loma (415) 865-5147.

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PARTNER NEEDED TO RUN CHARTER of 63-ft yacht nearing completion. Equity position, liveaboard, and sharing of profits. Must be willing to spend some time in Costa Rica and Caribbean. Call Don (415) 526-2128.

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CAPO 26. See prior *Latitude 38* ad. Terrific, all conditions, fast, competitive single-handed off-shore racer, perfect serious sailor's first boat, fun family sailer. Trade: larger cruising sailboat (fixer-upper okay), aircraft, multihull, classic, secured promissory notes. (415) 636-4302.

TRADE OUR BEAUTIFUL HOME in San Jose/ Costa Rica, valued \$65,000, for a 40-50-ft ocean going sailboat in good condition with plenty of cruising gear. Call Michael or Martha (707) 996-3718 (eves).

1987 VAGABOND 38. Just back from Mexico, roller furling jib, dual refrigeration systems (12V and engine driven), 30 hp Yanmar, SatNav, Datamarine, elec. windlass, self-tailing winches, Bimini. Roomy, perfect for cruising/liveaboard. Trade for real estate. (415) 537-8064.

WANTED

40-FT BLUEWATER CRUISING BOAT. Owner financing. Will consider any type of sound and seaworthy boat. Alex Kerekas (408) 625-9706, POB 249, Ft. Ord, CA 93941.

WESTWIGHT POTTER 15-FT or Montgomery 15-ft. Call Phil at (415) 846-3941 or write to 1004 Crellin Rd., Pleasanton, CA 94566.

VOLVO PENTA sail drive 7.5 hp. Complete unit or parts, running or not. (707) 252-0765.

SAYE'S RIG steering vane, 65 lb or heavier CQR, Danforth plow, Bruce. Call William Evans, (707) 763-5117, Box 634, Petaluma, CA 94953.

H-28 L. FRANCIS HERRESHOFF original specifications. Also collecting H-28 articles, photos, books, etc. for research on upcoming article/book. Paul Brower, 22760 Oak Lane, Covelo, CA 95428.

WELL-EQUIPPED SAILBOAT for solo cruising (multihull?). Trade \$53,000 equity, beautiful San Diego Mission Bay front mobile home. Call (619) 270-8992.

BOAT TRAILER WANTED for Olson 30, a 30-ft keelboat weighing about 3,800 lbs. Must have 2 axles and brakes. (415) 455-8056 (lv msg).

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WALKER MKII Tafflog, \$350. Wind/water generator, \$500. Honda generator, \$300. Seasport 2 RDF, \$100. (415) 849-1766.

CRUISING GEAR. 55 lb Fisherman and 50 lb Danforth anchor, kerosene heater, propane tank, dehumidifiers, shore power cable, dockstep w/rail, Jerry cans, propane heater, porta-potti, tools, portholes, vents, speedboat trailer, deck chairs, bike, small mainsail, intercom phone, anti-cap-size device, misc. hardware. (415) 381-2049, (808) 955-2099 (lv msg).

CRUISING GEAR. Ham radio, \$500. Swiffer wind speed/direction combo (new), \$450. Eukes 22 SS self-tailing winches (new), \$750/pair. Honda EM 1800 Generator (new), \$600. Taylor diesel cabin heater w/fu and weather top (new), \$300. Call Gene (408) 263-7633.

FARYMANN A 30 marine diesel with 2:1 reduction, manuals, etc. Good condition but needs head gasket. \$500 b/o. Call Phil (415) 485-5915.

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USED SAILS. Main: luff = 51-ft, leech = 52.4-t, foot = 14.5-ft, 9.0 oz., \$350. Jib: luff = 53-ft, leech = 46-ft, foot = 22.5-ft, Lp = 190-ft, 7.0 oz., \$300. Call Robin (415) 332-4104.

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GEAR BAG left on my boat after the Plaza Cup doesn't belong to any of my crew. Please contact me, identify your stuff, pay cost of this ad, give your version of how it got there. I will return it. Call Albert Holt (415) 455-8056 (lv msg).

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27-FT SAIL BOAT MOLDS. Hull, deck, keel, rudder. Gary Mull design. \$3,500. Call Chuck (415) 369-5258 (8 am to 5 pm).

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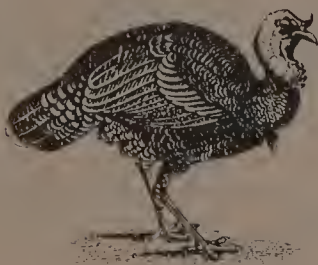
CREW

FLY FREE. Pilot with 2 sailboats (one each coast) and lifetime flight passes seeks slim, adventurous 30-40 yr old woman. Object: Marriage and permanent vacation. Must be half nomad and half crazy. Contact Tony, 1861 Brown Blvd, #668, Arlington, TX 76006, (817) 633-6330.

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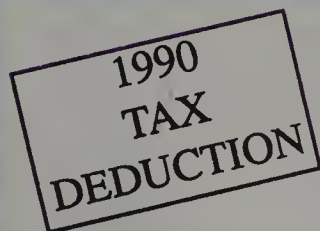
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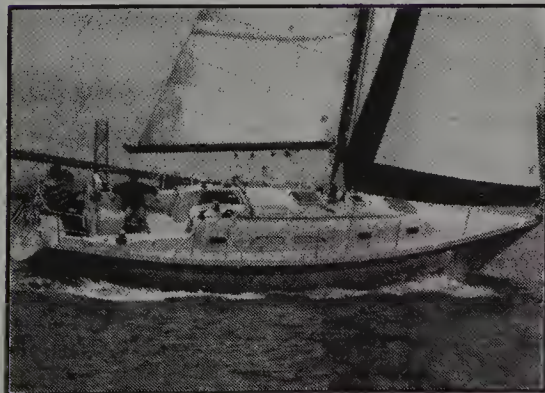
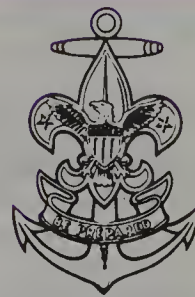
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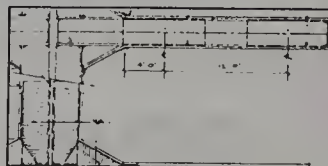


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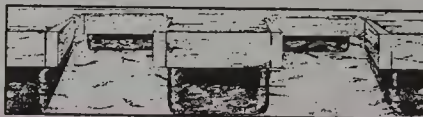
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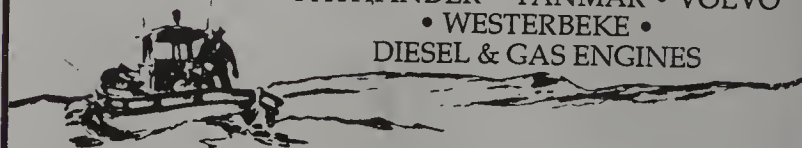
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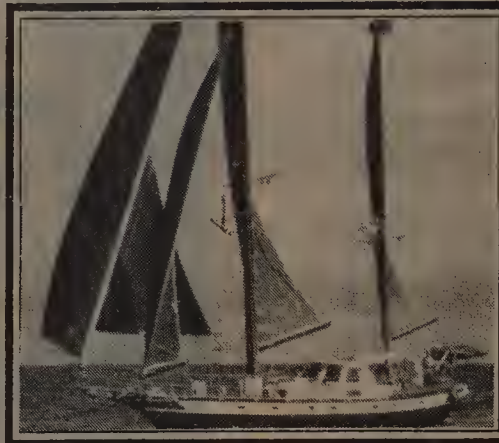


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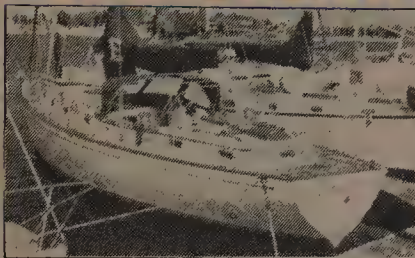
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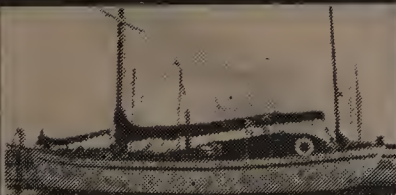
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23' ERICSON	\$9,850
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LENGTH: 82-ft.

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Strong steel construction. Don Brooke design, built by Kuma Engineering in Auckland, New Zealand 1980. Rebuilt and modernized at Derecktors Shipyard 1988 under strict supervision. The *Vagrant Sea* is now truly a show piece. Her layout boasts a huge master stateroom aft with four additional staterooms for guests and crew. Dual helm stations outside and in the huge air conditioned, modern pilothouse with complete instrumentation and new electronics. The salon is expansive and ideal for lounging and entertaining. Under sail she is a delight, capable of swift and easy passages with roller furling and Bariant electric winches. Her Catipillar main engine provides dependable economical power, cruising 10 knots with maximum range in excess of 3000 miles. Complete with all the modern amenities including watermaker, freezer, ice maker, air conditioning and heating, all new electronics (1988), new professional interior design and decor. *Vagrant Sea* is ready, willing and able to take her new owners virtually anywhere or successfully complete a rigid charter schedule. Conveniently located in So. California. Her owners desire an immediate sale and may consider a motor yacht in trade. Recent major price reduction makes this a very attractive value. \$1.3 million.

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South Pacific vet. Factory built, teak decks, roller furling, completely equipped, financing available.
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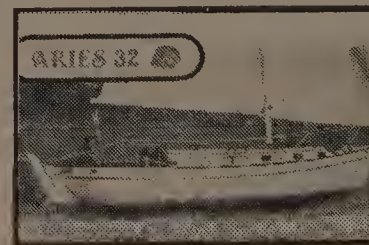
36' MAGELLAN KETCH

Roomy interior, ideal liveaboard, well equipped, inc. Sonar. Owner transferred and must sell.
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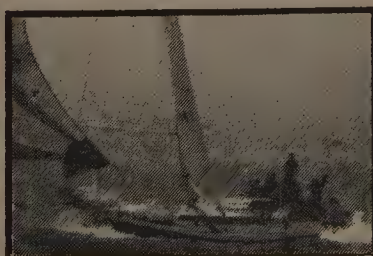
32' ARIES

Double ended, full keel, offshore sloop. Hand laid glass, new Perkins diesel. Sausalito berth.
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35' CUSTOM SLOOP

1982 of aluminum, Westerbeke 4-91, 10 bogs of sails, loaded with equipment, quality throughout.
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26' SZ

1982 inboard aux., well equipped, perfect family boat, in new condition.
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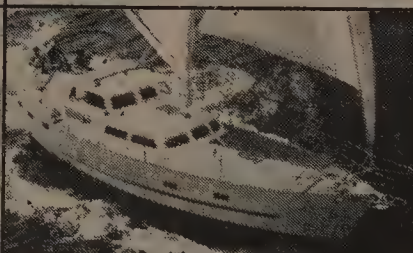
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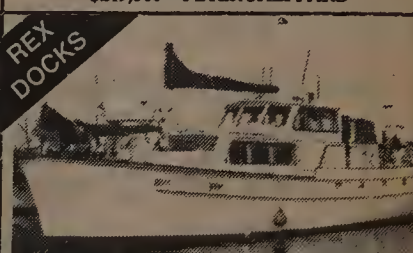
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\$117,500

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22'	SANTANA, '76	\$ 4,500
24'	DEL RAY, '66	\$ 6,000
27'	HUNTER, '84	\$ 27,500
27'	CHEOY LEE, '72	\$ 20,000
27'	SANTANA, '72	\$ 11,600
27'	ALBIN VEGA, '70	\$ 9,500
28'	COLUMBIA, '70	\$ 11,000
30'	LANCER, '79	Reduced \$ 31,500
32'	WESTSAIL	2 from \$ 52,000
35'	AL C, '71	\$ 35,000
40'	HUNTER, '86	\$ 91,500
45'	HANS CHRISTIAN, '78	\$125,900
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1975 ISLANDER 28'
A CLASS ACT



1982 CABO RICO 38'
A RARE FIND



1978 ERICSON 34' T
NEW BP IS STILL WET



1984 HUNTER 34'
BUY AMERICAN



1979 TRUE NORTH 34'
AN EYE CATCHER



1979 C & C 34'
STRONG - FAST

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• 36' ISLANDER	44,500	• 28' CONTEST	24,950
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• 34' CORONADO	32,950		
• 34' HUNTER	49,500		
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• 30' CATALINA	35,000		
• 30+ ERICSON	34,950		
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• 29' CAL	16,750		
• 28' CAPE DORY	28,500		

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• 45' HUNTER	110,000
• 45' HANS CHRISTIAN	132,000
• 45' JEANNEAU	159,500
• 44' NORSEMAN	199,000
• 41' SEA STAR PH	95,000
• 41' C&C	59,500
• 41' FREEPORT KETCH	98,500

LIVEABOARD/CRUISERS, cont.

• 40' VALIANT	99,900
• 40' CHALLENGER KETCH	64,500
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• 37' CREALOCK	90,000
• 36' LANCER	61,900
• 35' C&C	82,950
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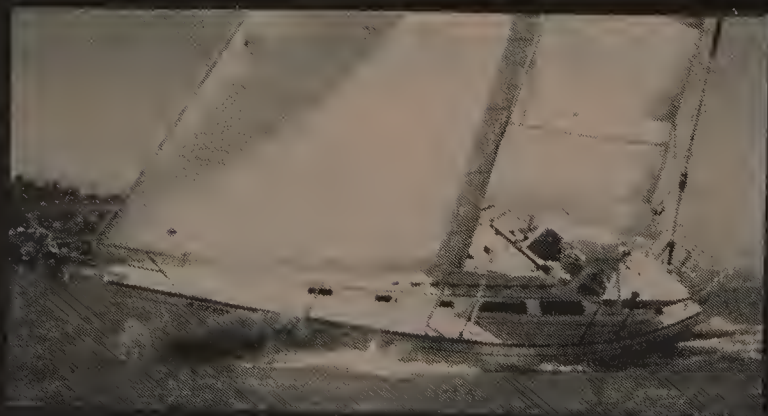
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1984 diesel sloop. Wheel, sleeps six, new dodger,
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Now that the season is winding down, it's a good time to think about races past and to make plans for improving your boats performance for the 1991 season.

We at Larsen Sails can also reflect on your accomplishments in 1990 and want to thank you for a great year.

It has always been our goal to provide you with the finest service and fastest product for your boat. This Fall, as you think about improvements, consider this: Larsen Sails has been first across the line in 1990 in these classes (including Fleet & National Championships.):

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J24	Santa Cruz 40
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Olson 30	Ariel

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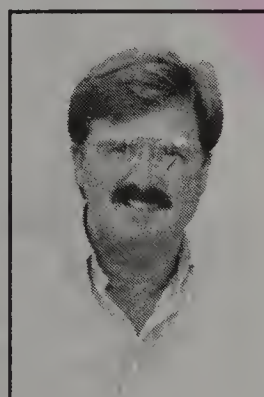
Hanalei Bay, HI	Panama
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Ft. Lauderdale, FL	Galapagos
Cabo Can Lucas, Mex.	Costa Rica
Cannes, France	

We take pride in your accomplishments and want to provide you with the service you expect to make your 1991 season even more successful. So, as you make plans for this winter and 1991, give us a call or stop by and let's talk about how we can help put more fun into your sailing.

Congratulations and thanks again for a great year!

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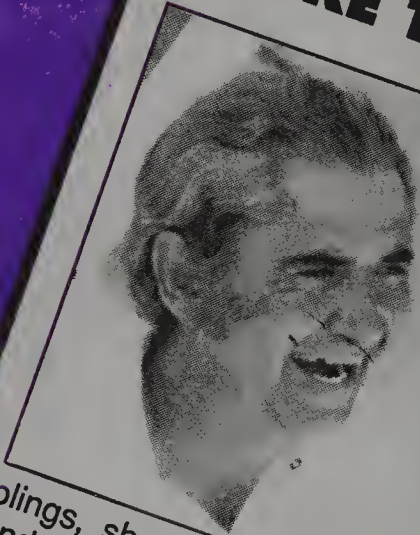
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